Weather

Overcast, damp. The maximum temperature yesterday was 76.5 and the minimum 61.2, the figures for the corresponding day last year being 63.5 and 58.7.

The China Press
大陸報

The Mail Box
MAILS for America and Europe, E. of Japan, Ord. 12 noon today.
FOR Europe and way ports, Str. Porthos, May 10.
FROM America and Europe, Str. Empire State, May 10.

NO. 3299 VOL. XII. Registered at the Chinese P. O. in China" "with special marks privileges for transmission 壬戌年四月十一日 SHANGHAI, SUNDAY, MAY 7, 1922 大正十一年五月七日 第三種郵便物認可 20 CENTS

FLEEING FENGTIENITES CAUSE ALARM IN TIENTSIN

Chinese Commission Asks United Church In Report Presented To Conference

China's Interpretation Of Meaning Of Christianity Contained In Remarkable Message Given To National Assembly; Many Addresses Today

The National Christian Conference took half-holiday yesterday after its first four strenuous days. There were no afternoon or evening sessions; but quite enough food for thought has been given to the delegates to make the week-end a welcome respite.

Yesterday morning's session was given to presentation and discussion of one of the most interesting of the reports of the preliminary commissions. Its simple title, "The Message of the Church," by no means indicates the uniqueness of this element in the Conference. This Commission was the only one made up entirely of Chinese, men and women, and presented their own Simon-pure interpretation of the meaning of Christianity for China today—this being "the first opportunity," reads the preamble, "given to us Chinese Christians to express ourselves in this representative way."

A significant stillness fell upon the great audience, finally broken by a ripple of applause when Dr. T. T. Lew opened the presentation of the report with the simple but pregnant statement: "I have the honor to present to you the message of the Chinese Church." The ancient words recalled by the presiding officer, Dr. Balme, and repeated by Dr. Lew, "He that hath an ear to hear let him hear what the spirit saith to the churches," were filled with fresh meaning.

The following is quoted from the first section of this report as read by Dr. Lew:

THE UNITED CHURCH

"We Chinese Christians who represent the various leading denominations express our regret that we are divided by the denominationalism which comes from the West.

"We are not unware of the diverse gifts through the denominations that have been used by God for the enrichment of the Church.

"Yet we recognise fully that denominationalism is based upon differences, the historical significance of which, however real and vital to the missionaries from the West, are not shared by us Chinese. Therefore, denominationalism instead of being a source of inspiration, has been and is a source of confusion, bewilderment, and inefficiency.

"We recognise also most vividly the crying need of the Christian salvation for China today, and we firmly believe that it is only the united Church that can save China, for our task is great and enough strength can only be attained through solid unity.

"Therefore, in the name of the Lord, Who prayed that all may be one, we appeal to all those who love the same Lord to follow His command and be united into one Church, catholic and indivisible, for the salvation of China.

"We believe that there is an essential unity among all the Chinese Christians, and that we are voicing the sentiment of the whole Chinese Christian body in claiming that we have the desire and the possibility to effect a speedy realisation of corporate unity, and in calling upon missionaries and representatives of the churches in the West, through self-sacrificial devotion to our Lord, to remove all the obstacles in order that Christ's prayer for unity may be fulfilled in China.

"We confidently hope that the Church of China thus united will be able to serve as an impetus to the speedy healing of the broken body of Christ in the West.

THE INDIGENOUS CHURCH

"We Chinese Christians do hereby acknowledge that the Church is the spiritual home of Christians where we receive a spiritual nurture which should not be alien to the racial inheritance and spiritual experience of our people.

"We register our appreciation and gratitude for the devoted and self-sacrificial service of the missionaries who have helped to build up the Christian Church in China, and for the Churches in the West which have made the service of these missionaries possible.

"But we wish to voice the sentiment of our people that the wholesale, uncritical acceptance of the traditions, forms and organisations of the West and the slavish imitation of these are not conducive to the building of a permanent genuine Christian Church in China.

"We notice, moreover, that the Chinese Church is becoming conscious of her own unique mission and duty today.

"The history of China, the characteristics of the people, the nature of the work, the results of our past experience, and the rapidly changing conditions of the country all demand an indigenous Church which will present an indigenous Christianity, a Christianity which does not sever its continuity with the historical Churches but at the same time takes cognisance of the spiritual inheritance of the Chinese race.

APPEAL FOR UNITY

"Therefore, we appeal to all the followers of Jesus Christ in China, with united effort, through systematic giving, to reach the goal of self-support, through persistent practice, fearless of experiment and failures, to reach the goal of self-government, and through religious education, an adequately trained leadership, and devoted personal work, to attain the goal of self-propagation.

"We declare further that the time has come when Chinese Christians should make a careful study and with courageous experimentation find out what are the forms and organisations and methods that are most practicable and helpful for the establishment of an indigenous Church.

"We call upon the missionary leaders of the Church to assist the Chinese in carrying out this great task by their useful advice and by giving unfettered freedom to the Chinese Christians in these experiments.

"We confidently hope that the time will soon come when the Church of China will repay in part for that which she has bountifully received from her mother Churches in the West the loving tribute of the daughter—contributions in thought, life and achievement for the enrichment of the Church catholic.

THE DEEPER CONSECRATION

"We recognise that the personal conduct of individual Christians and the behavior of the Church as a body is the living testimony to the Gospel of Christ.

"We recognise that China is now passing through a critical

(Continued on Page 6)

Tls. 25,000 Worth Of Diamonds Gone In Jewel Mystery

Mr. G. Menasche Loses Packet Of 79 Gems Here

Another hotel jewel mystery involving the loss of over Tls 25,000 worth of diamonds, has come for solution by the authorities.

The victim in the present case is Mr. G. Menasche, dealer in precious stones who is well-known throughout the East, who arrived here a few days ago from Japan and is stopping at the Astor House.

Mr. Menasche discovered his loss Friday morning after he had finished showing a several lots of diamonds to local dealers. The missing packet contained 79 stones aggregating 83 1-4 karats. The lot is valued at around £5,000.

No arrests have as yet been made in connection with the case.

The Genoa Champions Is On But Where's The Starter?

CHURCH SOLONS WOULD CUT 'OBEY' FROM BRIDAL VOW

Episcopal Marriage Ceremony May Be Altered

(Reuter's Service)

New York, April 5.—Recognition of the changed status of woman by striking from the Episcopal marriage ceremony the promise to obey, and eliminating the compulsory giving in marriage, was proposed by the Commission on Revision of the Book of Common Prayer, in a report made public tonight.

Gaining equal rights with men in their marriage vows, however, the women would lose a special privilege now accorded them, for the proposal to change the ceremony also provides for striking out the brideroom's pledge, ing out the bridegroom's pledge thee endow."

The Commission's report, published in the form of a 250-page book and proposing more than 250 alterations and the inclusion of seven entirely new offices, or forms of worship, will be submitted to the Triennial General Convention of the Church at Portland, Ore., next September. Under the constitution of the church, it cannot be adopted until it has been approved by two general conventions.

Six pages of the report are devoted to the proposed changes in the marriage ceremony, the first hint of the breadth of the revision appearing in the following:

"Make the promise of the man and of the woman identical in form: Thus:

"'Wilt thou love him, comfort him, honor, and keep him in sickness and in health; and, forsaking all others, keep thee only unto him as long as ye both shall live?'"

At present the woman promises to "obey" and "Serve."

The next change eliminating the compulsory giving of a woman in marriage, would make it possible for the clergyman to omit: "Who giveth this woman to be married to this man?" and would provide for the singing of a hymn or anthem at this joint.

Another proposed change would strike "obey" from the sentences of espousal.

The report continues: "Amend the sentence in regard to the ring by omitting the words 'and with all my worldly goods I thee endow.'"

This change would make the ring pledge of the bridegroom read: "With this ring I thee wed: In the Name of the Father, and of the Son, and of the Holy Ghost. Amen."

Besides the revision of the marriage ceremony, the proposed changes include:

Rearrangement of the contents, making for more convenient use; permissive shorten-

(Continued on Page 2)

Tsao Kun Puts Whole Blame For War On Chang

Affixing the entire blame on Chang Tso-lin, with whom he fought the Anfuites two years ago, for causing the internal warfare, Tsao Kun, Inspector-General of Chihli, Shantung and Honan, yesterday circulated the country with a telegram, which enumerated the events he declares led to the sanguine combat in North China.

A translation of the full text of the message follows:

"The first essential in the establishment of a nation is order. If order is not maintained, ruin and destruction will follow. Governing officials along the border are entrusted with the protection of the life and property of the people, while military men are bound to respect the orders of the Central Government. Should these officials, who are examples in the administrative world, ignore the orders of the Central Administration, encroach upon the rights of neighboring provinces and move their armies without cause and in violation of the constitution, how can the people of the nation make their lives and property secure?

"The recent entrance of the Fengtien forces into the gates of the Great Wall was not prompted by instructions from the Central authorities, nor did they inform the local authorities after their arrival. The advance of soldiery was made arbitrarily. Trainloads of troops are moved in and stationed at strategic points like scattering stars and drawn-up chess. The Capital was bottled up while Tientsin and Taku were threatened with force. Domestic and foreign interests were both seriously effected, but no one knows exactly what the motive was.

YIELDED ON PRIDE

"It is my duty to protect the lives and property within my jurisdiction. However, despite the humiliation, I had ordered my subordinates to tolerate the aggression and be courteous to the invaders so that no misunderstandings might be created and all friction might be avoided and so that the people might be exempt from the terrors of war.

"The circular telegram of Inspector-General Chang Tso-lin maintained that he had marched his forces within Shanhaikwan in order to make use of the military forces under his control for the reunification of the nation. It has been always my humble opinion that while we were unanimous in our desire to re-unite the country, we should resort to peaceful means rather than to arms to attain this object. This view was expressed in my circular telegram on April 28, but was not endorsed by Inspector-General Chang.

"Consequently, during the last ten days, as many as five divisions and one brigade were marched into Chihli territory from Manchuria, Jehol and Chahar. The Eastern column occupied Chunliangchen, Liangwanchwang, Tsinghai, Machang, Yungtsing and Paihsien and the Western column took up positions in Fangshan, Liangsiang, Changsingtien and Fengtai.

"Peking and Tientsin were encircled with forces. Railway communications were cut and postal and telegraphic services were hampered. The magazine at Hanchiasze was forcibly seized and its munitions acquired. Plantation and reclamation workers were forced to quit their work. No descipline is maintained by the invaders. Burning, looting and raping ravages every place that they are found. The lives of many women had been sacrificed. Exodus began at every place where the Fengtien soldiers passed. What crimes have these innocent people committed to justify these sufferings?

FORCED TO ACT

"Sympathetic to the cries of the local gentry and obedient to the instructions from my colleagues, I was compelled to adopt some means whereby order might be restored and lives and property made secure. At the same time, we were still in hopes that the Fengtien Army would give the situation its mature consideration and abandon the aggressive policy that they had adopted so that the situation might yet be rid of its dangerous aspects.

"Contrary to our expectations, the Fengtien Army did on the 28th of April in the dark of the night bombard us from Shihlipao, North of Ku An, from Shaokuyin, Southeast of Ku An and from Tacheng with fierce artillery fire. I at once ordered our subordinates to adopt only defensive measures and to refrain from taking any offensive action.

"However, once the battle has been started by our opponents, it is difficult for us to foretell what the consequences might be, although we all know who was responsible for the cause of this catastrophe.

"One thing more I wish to say in this connection. A nation cannot be owned by a single individual or a clique. The territory, the man power, the financial and military resources of the various provinces cannot be utilised for the benefit of private interests of one man or one clique.

"I have been entrusted with the charge of the welfare of certain territory. Therefore I must see to it that the lives and property within this region must be adequately protected. I can sacrifice my personal name and interest for the benefit of our people, but I cannot sacrifice law and order for the benefit of the

(Continued on Page 2)

DANGER OF DELAY IN TAKING OVER SHANTUNG RULE

Lack Of Arms Likely To Cause Postponement

(Reuter's Pacific Service)

Peking, April 29.—In connection with the transfer of the third and last section of the Shantung Railway to the custody of the Chinese railway guards tomorrow, it has developed that there is some danger of delay in China's assumption of complete responsibility for the line owing to the fact that this third detachment is not equipped with arms and owing to the suspension of traffic on the Tsin-pu Railway it is impossible to transport the 300 rifles and 60,000 rounds of ammunition required over the usual route. Accordingly, Dr. C. T. Wang, as head of the Shantung Reorganisation Commission, applied to the Tientsin office of the Osaka Shosen Kaisha asking them to carry these military supplies to Shantung aboard the Fukien Maru. The steamship company, however, refused the consignment fearing that in view of the arms embargo it might give rise to complications.

The matter was then taken up by the Waichiaopu which requested the Japanese Legation to grant special permission to the O. S. K. to carry these arms. After due consultation with representatives of the interested Powers, the Japanese Legation has decided, in view of the desirability of avoiding any possible hitch in the relief of the railway guards, and in consideration of the fact that no political issues are involved, to grant this permission.

This, however, is made subject to two conditions, namely: that the Chinese Government shall guarantee that these weapons are for the sole use of the railway guards, and that they shall be consigned to the Japanese authorities at Tsingtau, who will deliver them to the representatives of Dr. Wang after assuring themselves that there is no danger of irregular proceedings.

It is pointed out that this case does not actually come under the arms embargo as it is one merely of the carriage of arms belonging to the Chinese Government, and not of supplying them to Chinese nationals. It is further pointed out that it has no bearing on the Japanese policy of neutrality in China.

EXTRATERRITORIALITY!

Mr. Robert T. Bryan, Jr., Shanghai attorney, begins the first of a series of extremely interesting articles on the theory, history and origin of American extra-territoriality rights in China in THE EVENING STAR tomorrow. Telephone Central 671 and get THE STAR every afternoon.

CHANG'S MEN FLEE IN GREAT DISORDER TOWARD MANCHURIA

Allied Consular Authorites Leave On Armored Train For Peking; Foreign Soldiers Guarding Railway Stations

IS COMPLETE DEBACLE FOR CHANG

Mukden Warlord May Try To Set Up Separate Government For Manchuria; Rumors Of Chang's Son's Death Not Confirmed

BY BERT L. KUHN

(Staff Correspondent The China Press)

Tientsin, May 6 (1:35 p.m.)—Tientsin remains quiet but the vigilance of the authorities has been in no way relaxed and the various units of foreign troops still stand ready to deal with any disorder that may be precipitated by the fleeing defeated Fengtien forces. Volunteers are patrolling the foreign concessions into which many Chinese have fled. The movement of retreating troops from Langfang has fallen off in volume.

Inter-allied Consular authorities accompanied by a small armed force started today on a special train for Peking with the purpose of re-opening the line.

Tientsin, May 5 (10:20 p.m.)—Though no disturbances have been occasioned by the hordes of retreating Fengtien troops passing through Tientsin apprehension is still widespread and the city is preparing for a sleepless night. Streets of the Italian Concession which are more or less exposed to attack from the lines of retreating soldiers are barricaded with sand bags.

An allied force including a guard of American marines is on duty at the Central railway station to prevent troops from leaving their trains. More trains packed with fleeing soldiers from the Machang area are passing through with many wounded. Peking is reported to be quiet.

From authoritative sources it is reported that Wu Pei-fu intends to come to Tientsin tomorrow. Admiral Strauss has returned from a trip of inspection and reports that ten thousand Fengtien troops are marching northward from Laofa and that the Chihli forces control the line between Peking and Tientsin as far as Yang Tsun. Wu Pei-fu's forces are reported to be making new moves to cut off the retreating Fengtienese.

(Reuter's Pacific Service)

Peking, May 6.—Twenty-one troop-trains crowded with Fengtien troops from Machang passed Tientsin today on their way to Mukden.

A derailed car on the broken rails is interrupting the traffic at Langfang Bridge. A repairing party from Tientsin with an international escort left for Langfang at 11 o'clock this morning.

(Reuter's Pacific Service)

Tientsin, May 6.—A number of troop-trains from Laofa and some from Machang passed early this morning, mostly orderly. One train fired a few shots at the British Volunteers guarding the railway in the vicinity of the golf course. There were no casualties and the fire was not returned. A train with Allied flags at the front of the engine and with Allied detachments on board left for Peking at 11 o'clock this morning, carrying materials to repair the line, which is broken in the neighborhood of Langfang. Some passengers travelled with them.

It is understood that few Fengtien soldiers remain between Tientsin and Peking. Various reports of the cutting off and disarming of Fengtien troops at Tongku, Lanchow and elsewhere have not been confirmed.

Tientsin, May 6.—The last batch of Fengtien troops is reported to have left Laofa last night. Altogether a dozen trainloads passed Tientsin. Numbers of trucks have been sent up with the object of shepherding the fugitives through Tientsin. Many are retreating by road north of Tientsin towards the Manchurian frontier.

Fears of serious looting at Tientsin have been much lessened but the precautions are being continued.

There was some fighting at Machang yesterday. Yesterday afternoon, the retreat from Machang was ordered. The Fengtien troops requested numerous trucks which were not forthcoming. It is understood that they are retreating by road.

There has obviously been a complete debacle everywhere. Further fighting to the west and south of Tientsin is most unlikely and serious resistance anywhere is becoming improbable.

Rumors that General Chang Tso-lin's son has been kill-

ed are not confirmed. It is probable that he went to Mukden with his father.

Mr. Liang Shih-yi, the Premier, is reported to have fled from Tientsin.

(Special Wire to The China Press)

Peking, May 6.—A declaration of independence of Manchuria and Mongolia from China by Chang Tso-lin, following his retreat beyond the Great Wall, is now probable.

The report that Chang Tso-lin and his son, Chang Hsueh-liang, have succeeded in fleeing back to Mukden has been confirmed. They travelled under Japanese escorts and passed Shanhaikwan yesterday unmolested by the landing party from the Chinese warships.

Despite the success of Wu Pei-fu in routing the Fengtien Army, it is improbable that Wu will despatch any forces to press after the retreating troops. The geographical difficulties would make such a move difficult and Chang is as secure in his Manchurian stronghold as ever. With Japanese money, a buffer state will be set up, according to political speculators, and Chang will be supported in his scheme by the Anfu outlaws, monarchists and the Chiaotung intriguers.

Meanwhile General Wu is pressing Hsu Shih-chang to issue a presidential mandate, outlawing Chang Tso-lin, and his henchmen, Chang Tso-hsiang, Chang Hsueh-liang, Chang Ching-hui, Sun Lieh-chen and Wu Ching-shun as well as the Chiaotung ring leaders, Liang Shih-yi, Yeh Kung-cho and Chang Ho. He has ordered General Wang Huai-ching, commander of the Peking Gendarmes, to watch the movements of Chung Shih-ming, Acting Minister of Finance.

General Wu favors the appointment of General Wang Shih-chen, the Chihli leader, as Premier pro tem, pending the calling of a National Constitutional Convention for the election of a representative president.

It is expected that Old Hsu will issue a mandate shortly relieving Liang Shih-yi from the premiership. Liang is reported to have gone to Mukden in company with Chang Tso-lin.

(China Press Correspondence)

Tientsin, May 4.—The American battleship Huron has landed 150 marines at Taku which is the port of Tientsin to protect the American residents.

Marines were also sent to Tungchow where there is an American school.

Peking, May 5.—A representative now in Peking of General Wu Pei-fu, as previously reported, has of late petitioned the President to issue subjugation orders against Chang Tso-lin and his three accomplices.

It is now learnt on good authority that the representative has also asked the President to make Chang Tso-lin pay for all damages done in connection with the battle as well as all the military expenses on the part of the Chihli troops.

Mails May Still Be Posted To Go On Keystone State

Mission From Philippines To Washington Is Aboard Admiral Line Ship

Due to fogs the steamer Keystone State of the Admiral Line which was due here from Hongkong early yesterday has been delayed and will not arrive until this morning; ordinary mail to go on this steamer therefore may be posted today up until 6 o'clock this evening. Registered matter closed at the American Post Office at 6 o'clock yesterday afternoon.

The Keystone State which has aboard 40 members of the mission from the Philippine Government to Washington, is to dock at the China Merchants' Lower wharf about 8:30 o'clock this morning and the vessel will be dispatched for Seattle at 7:30 o'clock tomorrow morning.

The next incoming steamer from the United States is the Shinyo Maru of the T.K.K. due to arrive here from San Francisco on Monday at midnight. Incoming passengers from the ship are expected to arrive at the Customs Jetty about 9:30 o'clock the following morning. The steamer will sail for Hongkong Tuesday afternoon and the tender with outbound passengers will leave the jetty at 3:30 o'clock. The Empire State is due in from San Francisco on Wednesday.

New Pacific Rate War Threatened

(Reuter's Service)

Washington, April 5.—Prospect of an "aggressive steamship rate war" at Vancouver, B. C., affecting all commodities carried between Canada and the Orient, was reported to the Department of Commerce today by American Consul General Ryder at Vancouver.

The rate on lumber, he said, recently was reduced and this caused a general reduction in other lines. Lumber exporters, he said, are rushing to take full advantage of the reducing rates. The rate of G.$6 a ton for wheat flour was reduced to G.$5 and that on general merchandise reduced to an average of G$2 a ton.

The Blue Funnel and Japanese lines are the principal companies involved, Mr. Ryder said, the managers admitting "that a rate war is on in earnest." The Canadian Pacific Ocean Service, while not apparently directly concerned, he added, has declared its intention of meeting all competition.

Tsao Blames Chang For Internal War

(Continued from Page 1)

personal ambition of certain individuals and cliques. Still less can I sacrifice the public will to satisfy the private relationship existing between Marshal Chang and myself. Before the Altar of Heaven, I pledge my words!

"All I hope is that the havoc of war may yet be eliminated at an early date and that the nation may not be ravaged by the atrocities of war. This object accomplished, I am quite willing to shed my armor and return to my farm, to free myself from the political arena."

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NOTED SINGERS TO GIVE CONCERT FOR FAMINE AID

To raise funds for the aid of the children of the Volga district who are suffering from famine Mme. M. B. Tcherkasskaia and Mr. N. M. Bravin, noted Russian singers, will give a concert at the Town Hall on Thursday evening, June 1. Professor Joseph Yasser will be at the piano and an attractive program is being arranged. These three artists pleased a large audience by their concert at the Town Hall a week ago.

To Lay Cornerstone Of New Navy "Y" Tomorrow Afternoon

The cornerstone of the new Navy Y. M. C. A. building, at the corner of Hongkong and Szechuen Roads will be laid tomorrow afternoon at 5:15 o'clock. Dr. John R. Mott, general secretary of the International Committee of the Y. M. C. A. will lay the stone and deliver the principal address and a general invitation to attend is extended to the public. In case of rain the address following the laying of the cornerstone will be delivered in Martyrs' Memorial Hall at the Chinese Y. M. C. A., 120 Szechuen Road.

Speakers From Many Lands To Address Meeting Next Friday

The China Branch of the Fellowship of Reconciliation will meet on Friday, May 12, at 9 p.m. at the Royal Asiatic Society's Hall. The general subject of the evening is "The Problem of International Relations in the Orient" and the speakers will include Miss Florence Young from Australia, Mrs. Sakamoto from Japan, Dr. Heim from Germany, Dr. Henry Hodgkin from England and Mr. Swamidass from India. The general public is cordially invited to attend.

KOO IN HONGKONG

(Reuter's Pacific Service)

Hongkong, May 6.—Dr. Wellington Koo arrived here this morning. He will lunch at Government House and attend a tea party at the Chinese Club this afternoon. Tonight, Dr. Koo dines with Sir Robert Ho-tung.

What the Chinese are thinking, especially now that civil war is raging in the North, is necessary for a comprehensive idea of things in China, THE EVENING STAR publishes translated editorials from the Sin Wan Pao, Shun Pao, Min Kuo Jih Pao, Sze Min Pao, and other Chinese dailies, every day.

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SHANGHAI

C. T. WANG HERE FOR DISCUSSIONS ON SHANTUNG LINE

Director Of Retrocession Will Confer With Dr. Wellington Koo

Dr. C. T. Wang, director-general of Shantung Retrocession, arrived in Shanghai yesterday morning. He will be here for a week in connection with the redemption of the Kiaochow-Tsinan Railway, for which a demonstration is being planned by local schools. He will also confer with Dr. V. K. Willington Koo, Chinese Minister to the Court of St. James, who is expected to arrive here on the P. and O. steamer Khiva next Wednesday.

Local organisations are planning a number of social functions in honor of Dr. Wang and Dr. Koo, especially the latter, who had not been back since his appointment as Minister of Mexico in 1917.

Church Solons Would Cut 'Obey'

(Continued from Page 1)

ing of some of the services; addition of many new prayers, such as "For a State Legislature," "For Memorial Days," "For Our Country and For All Nations;" additional collects, epistles and gospels for special occasions, including Independence Day; enlargement of the catechism and its transformation into a catechetical office of instruction; a form of service for the burial of a child; prayers of permissive use in commemoration of the saints and for the departed; and a special form for missionary service.

The revision, said a statement issued by the Commission is designed "to adapt the Prayer Book to present conditions, and make it more helpful in meeting the religious needs of the people in the life and worship of today."

The Commission, appointed at the General Convention of 1913, already has made two reports, one at the conventions in 1916 and one in 1919. In the latter year a few changes were adopted. The present final report was expressly ordered to be published six months in advance of the Portland convention, "in order that the people of the church may be fully informed of the changes proposed and have ample time for consideration."

The commission is under the chairmanship of Rt. Rev. Cortlandt Whitehead, D.D., Bishop of Pittsburg. Rev. John W. Suter, D.D., of Boston is secretary, and Robert H. Gardiner of Boston, treasurer.

JAMBOREE
TICKETS NOW ON SALE
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MAGISTRATES ASK CONSULS TO ACT ON REGISTRATION

An appeal to the Consular Body to take steps to prevent Chinese from registering in foreign Consulates in order to escape Mixed Court prosecutions has been sent to the Senior Consul by the Senior Magistrate of the Court, Mr. Kwan.

The communication addressed to the Consular Body by Magistrate Kwan, acting for all the Magistrates, follows on the recent stand taken by Assessor Blackburn when he characterised the practice of changing nationality as a scandal and ruled that hereafter Chinese defendants claiming foreign protection must produce certificates of denaturalisation.

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Grab $40,000 Worth Of Opium In Raid In Central District

One Chinese Arrested Following Search Of Canton Road Shop

Another big opium haul netting a batch of the drug to the value of over $40,000 was made in the Central District yesterday afternoon.

The raid was made on a Canton Road shop by Sub-Inspector Wilson and Detective Sergeants Douglas, Robison and Beer and the opium was found concealed underneath a bed. One Chinese was arrested. He protested that he was not the proprietor of the establishment but was only the cook. He will appear in the Mixed Court tomorrow.

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Striped Taffeta Pyjamas,
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THE Asia Life Insurance Company is under the direct control of the Insurance Commissioner of the State of Delaware, U.S.A., whose insurance laws are as rigid as those of any other state. Distance in no way lessens his control, for according to our Delaware charter we are bound by law to satisfy every requirement of that State's Insurance Department as to capital paid in and unimpaired, policyholders' reserve, quality of investments and numerous other important phases of our business.

WE would welcome an opportunity to explain to you more fully the safe principles on which this Company is operated and the valuable service that we can render to you and your family.

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The DODGE motor-car essentially embodies these four points, and by buying a DODGE you protect your original investment in view of the car's high re-sale value after years of good service.

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ISAAC MARCOSSON TO SPEAK HERE AT CHAMBER TIFFIN

Noted Writer Arrives From Tientsin Today On Tungchow

Mr. Isaac Marcosson, writer on topics of world interest who is now in the Far East gathering material for a series of articles to appear in the Saturday Evening Post, will arrive in Shanghai from Tientsin by the steamer Tungchow this morning.

Mr. Marcosson, who has been called the "world's greatest interviewer," and is the only writer to interview Hugo Stinnes, German industrial chief, and the Prince Regent of Japan, will be the guest of honor at a tiffin to be given by the American Chamber of Commerce at the Union Club next Wednesday. He will deliver an address to American business men.

Mr. Marcosson expects to be in Shanghai until May 18, when he will sail for Hongkong on the steamer Pine Tree State.

Secretary D. J. Lewis of the Chamber of Commerce asks that reservations for the tiffin be made as early as possible.

GROUP FORMED TO PREVENT BEATING OF RICSHA BOYS

Case In Which Frank Pomeroy Is Defendant Heard By Commissioner Schuhl

That a group of individuals have got together with the aim of preventing the beating of ricsha boys was disclosed yesterday in the Court of U. S. Commissioner Schuhl at the trial of Mr. Frank Pomeroy who is charged with having attacked a ricsha boy with a cane.

The disclosure was made in the course of remarks made by Mr. P. W. Goldring, who said he had been employed to aid in the prosecution "by a number of people who do not like to have ricsha boys beaten up." At the conclusion of the hearing in the course of which Mr. John Thompson, a former sea captain, said he knew Mr. Pomeroy and described the attack Commissioner Schuhl took the case under advisement.

Mr. Pomeroy, according to the coolie, hired him near Shepherd's about 2:30 o'clock on April 25 and gave him only three coppers for pulling him to the corner of Nanking and Szechuen Roads. The coolie protested and Mr. Pomeroy, he asserts, struck him over the head with a golf club. The coolie identified Mr. Pomeroy as the man and said he knew him because he had seen him walking many times with "a lady with a white dog."

Mr. Thompson testified that he was in the vicinity at the time of the alleged assault, and also identified Pomeroy. Mr. Thompson said that he had not made the complaint because of any malice he bore toward Mr. Pomeroy, but simply had a desire to protect ricsha coolies.

Mr. Pomeroy testified that he had not been out of the hotel that afternoon at all, hadn't carried a walking stick for four years, hadn't carried a golf stick, and had never seen the coolie before. His alibi was confirmed by the testimony of a friend who said he had visited Mr. Pomeroy as late at 3 o'clock on the afternoon of the alleged assault.

Representing Mr. Pomeroy, Mr. Tycho Wing asked the court not to take Mr. Thompson's testimony too seriously, insinuating that Mr. Thompson was not quite truthful. Mr. Thompson is now out on bail pending charges against him in the American Court of forging his master's certificate, and at the time of the hearing before Mr. Schuhl told a story of having purchased the certificate in New York.

MUTT & JEFF (Copyright 1922 By H. C. Fisher, Trade Mark Reg. U. S. Pat. Off.) — There Are A Lot Of Us In The Same Boat — By Bud Fisher

I'M SCARED TO BE OUT AT NIGHT, MUTT! THUGS ARE AS THICK AS SKEETERS IN JERSEY!
STOP WORRYING! THEY WOULDN'T DARE HOLD-UP ANYBODY ON A BRILLIANTLY LIGHTED STREET LIKE THIS.
I CAN'T HELP BUT WORRY WHEN I READ OF SO MANY HOLD-UPS!
YOU'RE SILLY! THERE AIN'T A CHANCE OF A HOLD-UP IN THIS HIGH CLASS NEIGHBORHOOD! QUIT WORRYING!
ATTA BOY, BILL, YOU'SE SOAK DE BIG GUY!
RIGHT TO 'GYP'
POW!
NOT A BAD HAUL, BILL!
TWO WATCHES AN' SEVENTEEN BUCKS! AND DE EVENING'S YOUNG, GYP!
YOU MAY BE RIGHT, MUTT, BUT I CAN'T HELP WORRYING!
?
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News Brevities

An innovation which should appeal strongly to Frenchtown residents, especially in view of the approaching hot weather, is promised in an announcement of the opening of an ice cream soda fountain under foreign supervision by the California Pharmacy, 155 Avenue Joffre. The store will also dispense the celebrated ice cream "cone" and will make a specialty of brick ice cream for the home table.

* * *

The Rev. Z. Charles Beals, of the Advent Christian Mission, Hochow, Anhwei, is sailing for America by the steamer Golden State on a year's furlough. Rev. Beals was treasurer of the Christian Herald Famine Fund, which brought $2,000,000 to the aid of China's famine stricken last year and was distributed through the Peking and Shanghai committees. Dr. Beals goes first to Pasadena for a visit and then to New York to report on the disposition of the famine fund.

* * *

A movement is under way in Harbin to consolidate a number of the bean oil mills in that district

* * *

A reunion of students from Oberlin will be held at the Y. P. S Hotel on Monday evening at 5:30 o'clock. All wishing to attend are requested to notify Mr. W. C. Fairfield, care National Christian Conference at the Town Hall, or Mr. J. P. Davies, 20 Museum Road.

* * *

Captain A. Murdock will act as commandant of the Hongkong Volunteer Defence Corps during the absence on leave of Major L. G. Bird.

* * *

Reports received in Harbin say that the machinery in the Chinese Eastern Railway shops at Chinle has been moved out and installed in a private factory. The work is said to have been done by a co-operative group of refugees.

* * *

The Japanese Company, S.V.C., 61 strong, went into camp at the Rifle Range Friday for the week-end.

* * *

The Ministry of Communications is urging the Railway administrations to plant trees along the lines and to protect trees along the lines at the present time, according to the Government Bureau of Economic Information.

* * *

Another factory will soon be established in Shantung by the Lu Fong Cotton Mill, according to the Government Bureau of Economic Information.

* * *

The formal inauguration of the Conference on National Affairs will take place this morning at 10 o'clock at the Chinese Chamber of Commerce.

* * *

Scandinavian readers are again reminded of the Danish Church service to be held at the Union Church today at 3 p.m. Two of the Danish delegates to the Mission Conference, the Rev. Hans Kock, who is attending the Conference on behalf of the Danish Christian Students Federation, and the Rev. N. Kristiansen, the representative of the Danish Mission in Manchuria, will speak.

* * *

A dinner was tendered Friday night by the Chung Hwa Publishing Company to a number of the delegates to the National Christian Conference which is in session at the Town Hall. There were about sixty present at the dinner, which was held at the Oriental Hotel, and the speech of welcome was delivered by Mr. Lofee, general manager of the Chung Hwa Company. After cordially greeting the guests he voiced the hope that teachers would co-operate with the publishers with regard to text books needed and invited the broadest criticism from time to time as the best way in which publishers could be helped to give educationalists in China the books they need.

* * *

A demonstration will be given Friday afternoon at 4:30 o'clock May 19 by students of the Normal School of Hygiene and Physical Education at 37 Kinchow Road. Invitations to the demonstration are being issued by the National Committee of the Young Women's Christian Associations of China and the board of directors of the Shanghai Y.W.C.A.

* * *

Bookings may be made now at Moutrie's for the entertainment to be given at the Olympic Theater May 19 and 20 for the benefit of the Institution for the Chinese Blind. Several local entertainers of note will take part in the program and there will also be exhibitions of the work done by the blind boys of the institution.

* * *

"Chemical Industries of Shanghai" will be the subject of a lecture to be delivered by Dr. H. G. Lea, of the E. I. Dupont de Nemours Export Company, before the Shanghai Chemical Society on Tuesday, May 16. The meeting will take place at the Y. M. C. A., 120 Szechuen Road, at 5:15 p.m.

* * *

Among passengers sailing for America by the Pacific Mail steamer Golden State are Mr. and Mrs. J. E. Eichwald, Mr. and Mrs R. H. Parker, Mr. and Mrs. P. F Mann, Mr. W. Mancel-Smith and Mr. and Mrs W. A. B. Nichols. Mr. P. H. McKay of Kobe is a passenger for that port.

* * *

Twenty-nine gamblers, including three women, were arrested in a raid made by the police in the notorious See Gee Bai Ka, on Canton Road, last night. They will be charged in the Mixed Court tomorrow.

* * *

To honor Doctor Franklin, Foreign Mission Secretary of New York and Doctor C. W. Chamberlin of Massachusetts, a banquet was held last Monday evening at the Great Eastern Hotel by Shanghai College alumni. The college faculty was well represented and a large number of the almni were present, among others, Rev. T. C. Wu of Shanghai, Dr. C. C. Chen of Shanghai College, Mr. D. T. Yui of the Yangtszepoo Social Center, Mr. Percy Chu of the Chekiang Industrial Bank, Mr. C. K. Van of Ningpo, Rev. G. J. Geis and H. F. Stuart of the Baptist mission in the Philippines were also present. After a splendid Chinese feast the gathering was entertained by a number of excellent addresses under the able leadership of toastmaster T. C. Wu.

To Show Chinese Film

Beginning Wednesday, May 10, a special Chinese film will be shown at the Olympic for five days only. The title of this picture is "The Vampire's Prey." It is an all Chinese production written by Mr. Yuen Kuh-wen, son of the late President Yuan Shih-kai, and made here in Shanghai.

The film is a thriller throughout, with Oriental imagination plunging the heroine and hero into peril after peril. Scenes about Shanghai lend interest to the film for local movie fans.

"WHAT OTHER EDITORS ARE SAYING" is a collection of clipped editorials from the American, British, Japanese and foreign papers. It enables you to get both sides of any question and is well worth reading every day in THE EVENING STAR.

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W. 2470 and W. 2640.
Cars sent out from the nearest depot.
Eastern Station — China Garage — E. 103.
Central Station — Central Garage — C. 3809
Western Station — Lee Lee Garage — W. 2470 and W. 2640.
Lee Lee Garage — 3A Yates Road.

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To suit every purse
Victrolas are made in a wide variety of styles, and no matter which style you select for your home you can be sure of the *Utmost Satisfaction*. Insist upon seeing the Victor trade mark "His Master's Voice"
S. Moutrie & Co., Ltd.
Exclusive Distributors

are your children strong enough to resist summer diseases? — are You?
the kiddies are first to feel the weakening effects of Shanghai's dreaded summer season
a four weeks' course of SCOTT'S Emulsion, taken now, will build them up and give the strength they need to fight summer illnesses
and what is good for your children is good for You
"When opened, keep it on ice"

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get SCOTT'S Emulsion, with the Fisherman trademark, known since 1874. Pure Norwegian cod liver oil with hypophosphites of lime and soda, a time-tried tonic and food in one
At All Dispensaries:—Don't ask for "emulsion", ask for SCOTT'S Emulsion

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Mrs. Gordon-West's Opinion of "Kirby's Sea-Sick Cure"
Park Lane, February 4, 1912.
Messrs. COLLINS & ROSS, 154 Bermondsey St., London.
DEAR SIRS,
Until my last voyage to New York I dreaded sea travelling. Hitherto I had been so susceptible to sea-sickness that I could not leave my bed during the whole of the voyage. Even when travellin. by train I have been obliged to lie down.
Before leaving for New York, I was persuaded to take "KIRBY'S SEA-SICK CURE" and was surprised to find that I not only avoided sea-sickness, but was entirely free from nausea of any kind. We had very rough seas during the greater part of the voyage, but I took all my meals in the saloon, and never felt better.
I shall never travel without the cure in future. You should make the remedy widely known, for it will be a boon to thousands.
Yours gratefully, (Signed) MARY GORDON-WEST.
Sold by all dispensaries.
Wholesale Distributing Agents for the Far East:
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They Satisfy
—and the blend can't be copied

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CIGARETTES
LIGGETT & MYERS TOBACCO CO.
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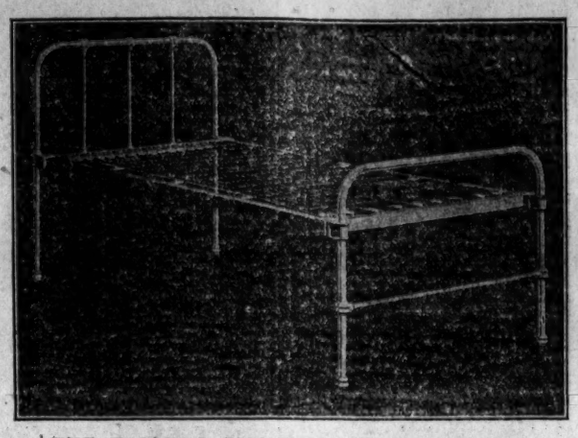
SHOP AT WHITEAWAY'S THE STORE OF BETTER VALUES

TOBRALCO
TOOTALS GUARANTEE IT
In a fine range of white self stripes, and spots, also coloured stripes 3" wide Our Price $1.50 yard.

WHITE FRENCH VOILE
FINE EVEN WEAVE
40 ins. Wide
Our Price
$1.50 yard

SLEEPING SUITS
Cawnpore Twill for Summer wear
Our Price $5.50 suit

TARUNTULLE The superfine cotton underwear
STANDARD QUALITY
Our Price $0.95 yard



THE FAMOUS SIMMONS HOSPITAL BED
black enamelled galvanized wire mattress
Our Price single beds **$18.50**
Our Price in Dozen Lots $18.00 each packed free

NAMRIT
THE INDELIBLE VOILE
FAST COLOURED VOILES
Fine range of patterns to choose from, 44 ins. wide
Our Price $1.95 yard

TOOTAL PIQUÉ

TOOTALS PIQUE, in white and plain colors, soft finish. 43 ins. wide.
Our Price **$2.95** yard

Feather Weight Water Proof Coat
Light and durable
OUR PRICE $19.50

RIBBON COTTON VESTS
Bodice Top
OUR PRICE
$1.00
each

STRAW HATS
English made, latest style.
Our Price **$3.95**

Folding Pushcarts. Hardwood frame carpet seat.
Our Price $12.50

White Felt Tennis Hats
Fitted black band, all sizes.
Our Price $3.95

NET FLOUNCINGS
Embroidered silk 36" wide, Black only
Our Price $6.50 yard

All Silk Taffeta
Ribbon, Floral designs wide 5 inches
Our Price $1.50 yd.

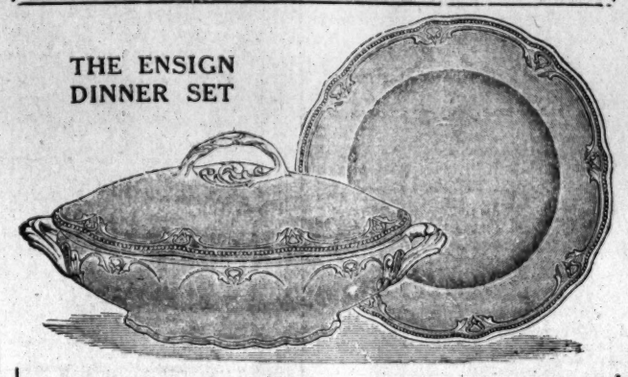
WHITE SUN HELMET
Fibre Covered Drill white puggaree.
Our Price $9.50

CUSHIONS FILLED
Rapoc, Covered Sateen size 19 x 19
Our Price **$1.00**

SUN HELMETS Covered white drell, Fitted Puggaree.
Our Price $11.50

"TUSCAN CHINA"
TEA SERVICE English China, decoration of Rosesinside cup 21 pieces
Our Price **$18.50**

THE ENSIGN DINNER SET



A embossed design in plain white on Finest English semi porcelain.
Set for 6 Persons 30 pieces **Our Price** $23.50
Set for 12 Persons 78 pieces **Our Price** $47.50

THE NEW PORT DINNER SET

A neat design of green leaves and ribbon on best English semi porcelain.
Set for 6 Persons 20 pieces **Our Price** $28.50
Set for 6 Persons 58 pieces **Price** $57.50

MINCING MACHINES. British made all metal parts tinned
Our Price $5.50

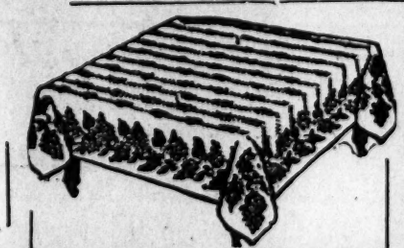
BRITISH MADE STEAMER TRUNKS
Compressed white fibre covered water proof canvas.
Our Prices 33" $57.50. 36" $65.50. 40" $75.50

SUEDE FABRIC GLOVES
Gauntlet shape, chamois color, all sizes.
Our Price $3.50 pair

BLACK STEEL KETTLES British made, pearl Enamelled inside.

Size	2	4	5	8 pts.
Our Price	$1.95	2.25	2.75	3.95

MEN'S LAWN HANDKERCHIEFS
Superior quality, size 18 x 18 ins.
Our Price **$2.25** dozen



MERCERISED TABLE CLOTHS, superior quality, Bleached

Size		Our Price
45 x 45	inch	$3.75
54 x 54	,,	4.25
58 x 58	,,	5.25

Tennis Shirts
White twill
Our Price $3.95

LADIES WHITE CANVAS SHOES
Cuban heel light sole
Our Price $6.75

MOSQUITO NETS. Made from English net
Single Bed Size .....Our Price **$13.50**
Double Bed Size.....Our Price **$19.50**

COTTON STOCKING
white only
Our Price
$1.00 pair

LADIES LISLE
Thread Stockings double Heels and Toes Black or White
Our Price **$1.75**

No. 1305 SIMMONS BEDSTEAD, WHITE ENAMELLED,
2 inch pillars fitted with Simmons Galvanized wire rustless springs
Our Price 3 ft. Size $59.50 3 to 6 in. Size $62.50

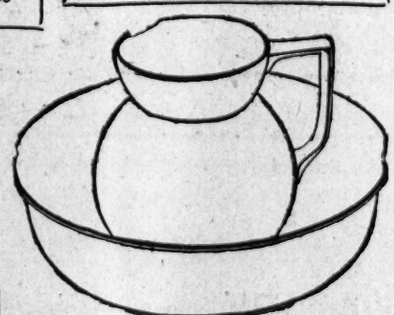
LADIES SILK HOSE
Reinforced Heels and Toes
Black only, sizes 8½, 9, 9½, 10
Our Price **$2.25** pair

BLEECHED COTTON SHEETS

Size	
64x90	Our Price $5.95 pair
86x106	Our Price $9.75 pair

Gents Striped Shirts, good quality, large
Range of colors
Our Price **$3.95**

Gents. Felt Hats
large weight, new smart shape
Our Price $13.50



SUPREME VALUE TOILET SETS plain white English Porcelain. Our Price *$12.50* Set.
Little White Flured Design
Our Price *$13.50* Set.

GOLD MEDAL CAMP COTS
Hardwood Frame, Brown Canvas Our Price **$9.75** each

700 YARDS ALL WOOL INDIGO SERGE 54 inch OUR PRICE $4.50 yard, 300 YARDS ALL WOOL CREAM SUITING SERGE 54 inch, OUR PRICE $6.50 yard.

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TERMS CASH — "WAYLOO CORNER" NANKING ROAD —— SZECHUEN ROAD — NO CREDIT

Chinese Commission Ask United Church In Report

(Continued from Page 1)

stage of transition and in every walk of life there is a crying need of moral character.

"We thank God for His creation of opportunities which have changed the indifferent attitude of the Chinese nation to Christianity, to an attitude of close scrutiny. This demands an even more genuine Christian life on the part of every Christian and on the part of the Church as a body.

"We confess with humiliation the failure of the Church to live up to the opportunity God has given her. The personal conduct of some Christians and the life of the Church as a body have left much to be desired.

"We recognise that the task of evangelisation cannot be efficiently done without a genuine Christ-like life.

"Therefore, we appeal to all those who call themselves Christians to re-dedicate and re-consecrate their lives and pray that the living power of the Holy Spirit may help us to glorify the name of Christ.

MORE DILIGENT STUDY

"We Chinese Christians accept the Bible as the inspired Word of God and the supreme guide of faith and practice.

"We do hereby express our appreciation of the patient, persistent and diligent work of those servants of God who made the Bible known unto our people.

"We are fully conscious of the fact that the Chinese Church as a Church is yearning for a Bible for the Chinese which is the work of the Chinese. Just as the English Bible is the work of English scholars and the German Bible is the result of the labor of German men of God, so the Chinese need a version of the Scriptures which is a product of the reverent scholarship of the Chinese race.

"From the experience of our work and the rapid advancement of learning and in view of the future task of the Church, we have come to the conclusion that we must have an indigenous version of the Holy Scriptures just as we need an indigenous Church.

"We, therefore, call upon all Christians in China to study more diligently the Word of God, first of all individually in an ever-increasing devotion for one's own spiritual life, for comfort, for hope, for faith, and to gain strength for Christian service.

"And secondly, we call upon the students in schools and colleges to see the glory of Biblical scholarship and to offer their lives to its thorough study, preparing themselves by the grace of God to be adequate interpreters and expositors of the Word of God, in our noble Chinese tongue, so that the people of China shall share in full measure with the people of the West the splendor and joy of the Truth.

"We believe that since the Bible is the Word of God, the truth of God fears no test. It can stand any investigation of a reverent heart. We wish to make known that we fear no application of any genuine scientific method to the study of the Holy Scriptures.

RENEW PLEDGE

"But we wish to make it clear that the study of the Holy Scriptures should not merely be for its literary or intellectual interest but should mainly and primarily be for the guidance of actual living. We as a Church hereby renew the pledge to follow the light of Holy Scripture in our individual, social and national living.

"We hereby lay emphasis upon the value of the *whole* Bible and call upon all Christians in their religious education in the home, in schools and colleges, in the Church and its seminaries, to make the Bible and the *whole* Bible central in their teaching.

"We firmly believe that the Bible is God's Message to every individual, irrespective of educational attainments. So it is our aim that the Holy Scriptures should be read by every citizen of the Republic. The high percentage of illiteracy among our people should be faithfully dealt with by the united effort of the whole Church, in order to hasten the day when the Holy Scriptures shall become an open book to all who have eyes to read.

SOCIAL REGENERATION

"We take this occasion to state in most emphatic terms our realisation of the tragic reality of sin, its hideousness and its all-pervasiveness, and to testify to the saving grace of Jesus Christ, through whose death we are reconciled to the holy and righteous God.

"We believe that sin is not only fundamentally an individual problem but that it is also social. We believe that an unjust economic order, an unrighteous political regime, unfair treatment of any human being, or of any group, is unacceptable to the righteous and loving God.

"We take this occasion to express our appreciation of the various forms of social service which have been rendered to our people through the earnest efforts of the servants of God and sustained by the generous support of the faithful in the West.

"We confess our failure to meet adequately the social needs of the Chinese people thus far.

"We are further conscious of the ever-increasing and crying need of social regeneration in China today. We recognise that a thorough-going application of Christian social teachings is of primary importance.

"We hereby call upon the whole Church to proclaim justice as part of the love of God, and to apply Christ's teaching of justice in our social life.

"We hereby call upon the Church to mobilise all her forces to work for the regeneration of the home, of economic conditions, of political standards, of educational, industrial and commercial life, in thought and in practice, through the spiritualising power of Christ, and to accomplish it at any cost and at whatever sacrifice the Church may suffer, so that we may hasten the speedy coming of God's Kingdom and the full realisation of His will on earth as in heaven.

BROTHERHOOD

"We Chinese Christians believe that God has made of one blood all nations that may dwell on the face of the earth and that He is no respecter of persons or of nations, but the loving Father of all.

"We express our appreciation of the manifestation of international brotherhood through the missionary effort of the last century in China, but we at the same time express our deepest regret that unfortunate circumstances have accompanied the introduction of Christian work into China, and that the history of the Church of China has been darkened by the association with repeated incidents of national humiliation which have been one of the greatest obstacles to the speedy evangelisation of our race.

"We of the Church confess her failure to stay the hands of the so-called Christian governments of the West in their unchristian exploitation of and aggression upon the sovereignty of China.

"We firmly believe that the teaching and the life of Christ have taught us beyond any doubt the possibility and the necessity of international world-brotherhood. With Him nothing is impossible.

"We hereby call upon everyone who serves in the Christian Church in China to seize every opportunity to promote international friendship and fight together against any international injustice.

"We further believe that the starting point for genuine internationalism is afforded by the providence of God within the Church of China, in the development of which different nations have heretofore had a share.

APPRECIATE EXAMPLES

"We express our appreciation of the good examples of international comity and co-operation among the missionaries of different nationalities and especially to the increasing effort for union work in educational and medical service. We confess at the same time that the relationship between foreign missionaries and the Christian workers, partly due to almost unavoidable circumstances, and partly due to human weakness, has left much to be desired. We are voicing the sentiment of the loyal and devoted servants of the Church in all parts of China to ask for a more vigorous effort on the part of missionaries to improve the conditions, to emphasise Chinese leadership, to sacrifice individual preferences and such national and racial prejudices as have in many instances retarded the speedy formation of an indigenous Church in China. We also call upon Chinese Christian workers to study the problem of co-operation and to be persistent and patient as to their faith in its practicability, for only through co-operation can the great task of the evangelisation of China be accomplished.

"We as a Church believe that God has a special mission for each nation on this earth; that each nation has a definite contribution to make to the progress and enrichment of humanity; that China, which has been preserved by Him throughout these ages as an independent and sovereign nation, has her distinct destiny and contribution to make to the world; that in the present world conflict and restlessness and under the yoke of accumulated national humiliation, we Chinese Christians feel at one with our fellow-citizens that we must turn somewhere for genuine love as the only solution for the present international situation. Therefore, we call upon the whole Church to exert her influence to demand from time to time adequate hearings from the nations of the world for our claim to the inalienable right of our nation to her sovereignty and to her unfettered opportunity for development and growth, and that the Church should work with untiring zeal through some definite program to promote such international service as will attain the end we seek.

"Furthermore, we call upon all Chinese Christian pastors and other teachers to Christianise the rapidly developing national consciousness, that we as a nation may be a witness to the whole world of the wonderful gift of the peace-loving nature with which God has endowed our race.

EVANGELISM

"We Chinese Christians declare that we have the commission from the Head of the Church, Jesus Christ, to proclaim the Gospel to every creature.

"We express our appreciation for the work of the missionaries who through untold difficulties have blazed the way and laid down the foundation of a great structure for national evangelisation, and for the Christian Churches in the West through whose faithful support the missionary work has been developed and attained its present growth.

"We confess with humiliation that we Chinese Christians have fallen short in thorough-going efforts to carry on the noble task which is ours.

"In view of the small percentage of Christians in proportion to the population, the vast extent of territory where darkness still prevails, and the lack of indigenous and vigorous presentation of

(Continued on Page 8)

Dr. I. KURAHARA, M. D.
(Formerly member of the Kitasato Institute of Tokio).
No. 21A Haining Road (near Victoria Theatre). Tel. N. 2279.
Skin, venereal and internal diseases, the treatment of X-Ray and Diathermy.
Bacteriological and Serumtherapy Laboratory now opened.
Blood tests by the genuine Wassermann's reaction.
Home consultations will be attended to in the evening.
Office hours: 8-12 a.m. and 2-4 p.m.

TOOTS AND CASPER,
the laughable cartoon with a hundred smiles, appears exclusively in THE EVENING STAR every afternoon. Buy one on the street at 4:30 o'clock every afternoon except Sunday.

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16 NANKING ROAD
ANALYTICAL AND CONSULTING CHEMISTS
4181

CANDY
A little better than you expect so that you have come to expect a little better.
SUGARIE
Right next door to the Apollo

A Famous Doctor says:
"After long experience of Hall's Wine I still continue to prescribe it, and have never failed to obtain benefit in all cases."
Hall's Wine is a scientific preparation—the prescription of a Member of the Royal College of Surgeons, London, England, and it has been steadily growing in popular favour for over a quarter of a century—the period it has been before the public. Each day brings new evidence—every post adds to the countless letters on our files in praise of Hall's Wine.
Doctors recommend Hall's Wine for building up the system against Climatic Dangers, Exhaustion, Nerve Trouble, and the ill-effects of Overwork.
Hall's Wine
THE SUPREME TONIC RESTORATIVE
Striking testimony from Doctors:
Exhaustion: "In cases of mental and physical exhaustion, I know of nothing better than Hall's Wine."
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Hall's Wine is obtainable from all first-class Chemists, Wine Merchants, and Wing On Co., Ltd. and Sincere Co., Ltd.
Sole Proprietors: STEPHEN SMITH & CO., LTD., BOW, LONDON, ENGLAND.

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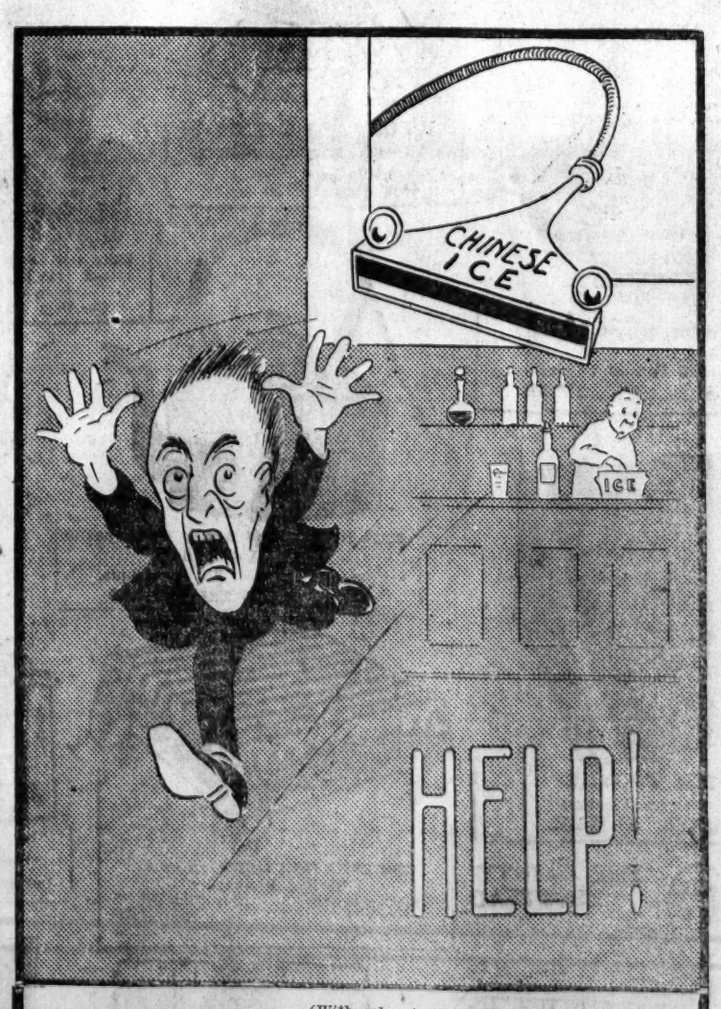
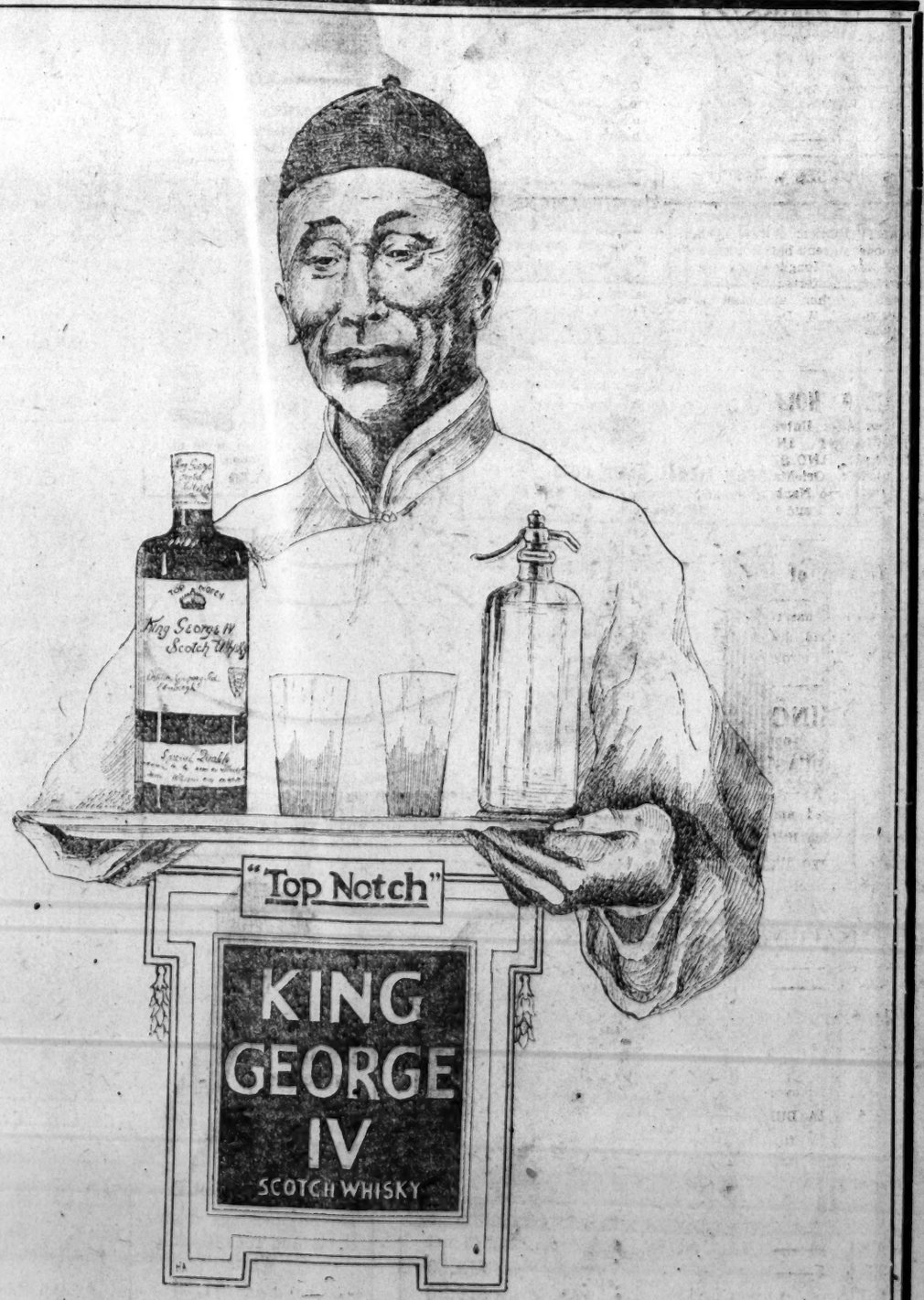
Fine Silk and Lisle
HOSIERY
Wears as well as it looks.
Looks very well indeed.
Fit, Style, Quality, Price all will delight you.
CHINA COTTON & SILK WORKS
A 135 Szechuen Road (*Near the Y.M.C.A.*)



(With ackw. to the famous Hassal Poster)
DON'T TAKE *ANY* RISK
ORDER OUR PURE MACHINE MADE ICE
delivered at 2 cents per lb. or from the Depots open for the sale of this Ice between the hours of 6-10 a.m. and 4-6 p.m. at;—
MALOO MARKET, 36 Route Pere Robert (Ave. Joffre)
HONGKEW ,, 8 Thorne Road
WAYSIDE ,, 69 Yangtsze Road
HARDOON ,, at Annam Road
At the above depots this Pure, Machine Made Ice may be obtained in units of 10 lb. in exchange for a metal check.
These checks are purchasable at the Company's Central Offices as under, and there only, at the price of $5 for 25 Checks, making this Ice cost 2 dollar cents per lb.
Shanghai Ice & Cold Storage Co., Ltd.
Edward Ezra Building, 24 Nanking Road. Tel. C. 662 and 633; after office hours N. 663



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Evils of Constipation.
Perhaps the most serious of the diseases caused by constipation is appendicitis. If you would avoid this dangerous disease, keep your bowels regular. For this purpose Chamberlain's Tablets are excellent, easy to take and mild and gentle in effect.
Sold everywhere

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OFFICES, ETC., TO LET

TO LET, office ground floor at 14 Canton Road, 1,500 square feet. Apply J. T. Hammond, 5 Jinkee Road.
48334 M 9

TO LET bright, healthy office rooms. All modern conveniences. Address stating number of rooms desired to Box 48, THE CHINA PRESS.
48262 M. 12

500 square feet office space for rent, located on the first floor 51B Kiangse Road over the Shanghai City Bank. Apply Oriental Secret Service, first floor, 51B Kiangse Road.
48195 M. 7

TO LET bright spacious office rooms on 2nd floor, rent is reasonable. Apply Tsan Hsin & Co., 5 Sikang Road.
48191 M. 12

TO LET, office with godown, Nos 3 and 4 Szechuen Road. For particulars, please apply Messrs. White-Cooper, Master and Harris, 1 Museum Road.
48040 M 10

NEWLY built offices in Central district to let moderate rent. Apply Ming Wha Bank, 428 Ningpo Road.
48035 M 10

HOUSES FOR SALE

TO LET or for sale, 17 Route Pottier, excellent residence, hardwood finish, sanitary flushing, or will sell Tls. 5,000 cash, balance can remain on mortgage. Open for inspection. Apply J. T. Hammond, 5 Jinkee Road.
48334 M 9

FOR SALE. Beautiful new residence now being completed two and half mow land in select section Gordon Road, separate garage, servant quarters and stable, room for tennis. Apply to Box 65, THE CHINA PRESS.
48294 M 11

HOUSES WANTED

WANTED by an American family a house to rent beginning September next. Hongkew or Wayside districts preferred. About four rooms, kitchen and bath desired. Address H. W. Decker, Shanghai College.
48346 M 9

DR. R. HOLPER, M. D.
(Bordeaux University, France)
SPECIALIST IN VENEREAL URINARY AND SKIN DISEASES
American Oriental Bank Build.
No. 15 Nanking Road.
Hours 11 to 1 and 4 to 6. Tel. C. 75.

Notice of Removal

Dr. Mehta has removed to 128A Szechuen Road, first floor, opposite The Texas Petroleum Company.

TSINGTAO
1922
SEASON
The Hotel-Pension-Seaside has been enlarged and improved and is now a nice little hotel with 20 rooms, a large dining room with varandah attached, a nice garden, tennis ground, auto-garage, etc.
Tel. Addr: MONCHEN.

Dr. Frederick Reiss, M.D.
Specialist in Skin & Vencreal diseases
Has moved from
4 EZRA BUILDINGS
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Office Hours: 12-1 and 4-6.
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Dr. E. G. Lobzowsky
DENTIST
Four Years' Practice in New York.
Painless Extractions, Plate Crown Bridgework, Gold and Porcelain Inlays.
Office Hours: 9 to 12; 2 to 6.
No. 3, G, Peking Road
Tel. Central 1136

APARTMENTS TO LET

TO LET. Furnished flat of three rooms and glazed verandah with gas cooking stove, bath and boys room. 7 Wayside Road.
48359 M 7

TO LET flat of two nicely furnished rooms. Bed and sitting room, verandah, bathroom, telephone and kitchen. 65, Bubbling Well Road.
48374 M 12

TO LET in private, neutral family a flat of two unfurnished rooms with verandah, modern bathroom and sanitary installation, kitchen and servants quarters. Apply to 644, Rue de l'Observatoire.
48378

FOR RENT. Self contained flat, very nicely furnished, two large rooms each with verandah, bathroom, kitchen and servants quarters. Situated in the Western district on tram line. Rent including taxes, water etc. Tls. 100 per month. Address Box No. 103, THE CHINA PRESS.
48387 M 10

FOR RENT well furnished self contained 4 room flat, each room with verandah, bathroom, toilet, kitchen and servant quarters. Available June first. Flat located in Western district. Just off Bubbling Well Road. Rent including rates and taxes, Tls. 200 per month. Apply to Box 102, THE CHINA PRESS.
48387 M. 10

TO LET flat fully furnished with verandah and garden, facing South every convenience. Western district. Telephone West 554.
48332 M 7

TO LET, flat with private bath room, verandah, at 18 Range Road, and rooms at 124A North Szechuen Road. Apply 18, Range Road.
48302 M 7

TO LET May 15, choice of one of two flats, attic or ground floor, furnished two rooms, kitchen and bath with geyser, use of phone. North 172. 12, Darroch Road.
48282 M 7

TO LET, unfurnished flat. Immediate occupation. No key money. For further particulars apply to 17 Chusan Road.
48284 M 10

SITUATIONS VACANT

WANTED. Experienced Chinese accountant. State reference and salary expected. Apply to Box 92, THE CHINA PRESS.
48353 M 7

WANTED immediately a college graduate with knowledge of bookkeeping to teach English in an Evening School. Previous experience necessary. Apply to Box 90, THE CHINA PRESS.
48385 M 7

WANTED. Experienced Chinese Civil Engineer capable of taking charge of out-door construction, or drawing office work, in Shanghai area. Apply by letter, giving details of qualifications and salary required, to Box 36, THE CHINA PRESS.
48240

STENOGRAPHER, Eurasian preferred, by a large American concern in Japan. Must be capable. Apply stating experience and salary required to Box No. 59, THE CHINA PRESS.
48279 M 10

FOR SALE
an
Exceptionally well built
HOUSE
on
6 Mow of Land
A most uptodate residence in the best part of Western District. 8 Rooms, spacious attics and Casement. Large garage and separate servants qurs. Building just complete, decoration to suit purchaser.
S. A. Sayer & Co.
Land & Estate Agents
24B Kiangse Road.
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48275

THE ORIENTAL FUR DRESSING & DYEING CO. (S.A.) CLEANING · DYEING · STORING
EXPERT WORK
B-50, DIXWELL ROAD
(Off Broadway Bridge)
Phone: North 3219

HOUSES TO LET

FLAT of three rooms with 2 enclosed verandahs, bathroom, kitchen, servant's quarters. Very reasonable rent, which includes light and water. Apply 109 Range Road, between 2 and 6 p.m.
48354 M 10

TO LET a well-furnished house of six rooms for 6 to 8 months, in French Concession near French Park, with garage and modern sanitation. Telephone. Reasonable rental. Address Box No. 93, THE CHINA PRESS.
48376 M 10

TO LET, near French Park, 6 roomed house. Tls. 90 per month. Apply to Box 99, THE CHINA PRESS.
48381 M 7

TO LET Near French Park, partly furnished house, 4 rooms, attic and garage. Sanitary plumbing, fittings and furniture to be taken over. Lease 2½ years. No key-money. Apply to Box 94, THE CHINA PRESS.
48360 M 10

SEMI foreign four-roomed house for rent cheap. Electric range and 2 radiators installed, complete kitchen and household furnishings. No money consideration except very cheap price for equipment. Apply to Box 104, THE CHINA PRESS.
48386 M 10

BEAUTIFULLY furnished detached house located on Avenue Joffre for rent from May 20th to August 1st. Hall, dining room, large parlor verandah, 3 bedrooms, 2 baths, garage, telephone. Servants to be taken over. Reasonable terms to responsible parties. Apply Mr Noelting c-o Dupont Co. 3 Canton Road.
48345 M 9

TO LET. Eastern district, splendid residence of 30 rooms, ready for occupation suitable for small hotel or boarding house. For particulars apply to A. LAFUENTE, Architect, 13 Ezra Road.
48344 M 9

TO LET a furnished house in Western district, quiet place, all conveniences, telephone, garden. Phone West 2608. (2 to 4 p.m.)
48311 M 10

TO LET, a three roomed house. Kitchen, bath, small garden. Furniture and fittings to be taken over 461 Rue Auguste Boppe (Behind French School).
48261

TO LET furnished for three months from the middle of June, detached house with garden, lawn, garage, etc., and modern sanitation. Apply to G. M. Billings, 460 Avenue Haig.
48299 M 11

TO LET, Baikal Road, 5 roomed house, 3 bathrooms, geysers. Rent Tls. 65.00. Furniture and fixtures to be taken over, or will let furnished with linen, crockery, telephone, etc. Can be seen any time. Apply to Box 60, THE CHINA PRESS.
48281 M 11

TO LET from first July the premises now occupied by the Powhattan Club at 9A Hankow Road. Apply to Hon. Secretary at the Club.
48291

NEW HOUSE, ready June, 6 rooms, Seymour Road, two furnished bathrooms, rent Tls. 135. owner going home. Apply to Box 54, THE CHINA PRESS.
48272 M. 7

TO LET, 6 roomed house, rent reasonable. Furniture and fixtures to be taken over Tls. 3,500 or nearest offer. Reply to Box 24, THE CHINA PRESS.
48200 M. 7

NEW residences to let in Western district, with tennis court or garden, garage and all modern conveniences. Occupation June. Terms moderate. Please apply to the Shanghai Trust Company, No. 9 Ningpo Road.
47533 M 7

HOUSE BOATS FOR HIRE

FOR HIRE: Comfortable house boats, well found in every respect. For particulars please apply by letter to 10, Chusan Road.
45674 M 6

MISCELLANEOUS

TYPEWRITER REPAIRS under supervision of a foreign expert. Special terms on yearly contract. THE OFFICE APPLIANCE CO., 22 Nanking Road, Shanghai.

TYPEWRITER HIRE
45946 M.14

FOR HIRE for a period of six months, handsome new Chevrolet five seater. Attractive looking, comfortable and economical to run. Apply to Box 75, THE CHINA PRESS.
48319 M 9

USED CARS

FOR SALE: One FORD Sedan, latest model, furnished with self-starter and electric light, owner driven. For further particulars please apply to The Shanghai Horse Bazaar & Motor Co., Ltd. Telephones: West 1641, 1642 and 1643.
48324 M 10

WANTED 2 seater 6 cylinder Buick. Must be in good running order. Apply to Box 97, THE CHINA PRESS.
48375 M 10

FOR SALE. One Stearns-Knight Landaulette, in good condition, owner going home, to be sold at a reasonable price. For particulars apply to The Shanghai Horse Bazaar & Motor Company, Ltd., Telephone: West 1641, 1642 and 1643.
48322 M 9

FOR SALE. One four-seater CALTHORPE Touring Car, latest model, only used eight months, driven by the owner and in excellent condition, giving 28 to 30 miles per gallon, furnished with electric self-starter and lighting system. Reason for selling: Owner having bought a larger car. For further particulars apply to The Shanghai Horse Bazaar & Motor Company, Ltd., Telephones: West 1641, 1642 and 1643.
48322 M 9

FOR SALE. Chevrolet touring car. Used very little. Owner driven. Price Tls. 750.00 or nearest offer. Apply to Box 71, THE CHINA PRESS.
48313 M 12

FOR SALE. Cadillac motor car, perfect running condition, new tires, fully equipped, seat covers spot light, etc. Taels 4,000. Apply to Box 70, THE CHINA PRESS.
48312 M 9

FOR SALE. Ford touring car, equipped with electric lights, self starter. Excellent condition. Owner leaving. Price Tls. 750. Reply to Box 72, THE CHINA PRESS.
48314 M 7

FOR SALE, Buick six cylinder touring car in excellent condition. Entirely owner driven. Not a better car in Shanghai for the money. Apply to Box 80, THE CHINA PRESS.
48327 M 9

FOR SALE. Willys-Knight limousine 7 seater, American made body like new. Apply to Box 82, THE CHINA PRESS.
48334 M 9

AUTOMOBILE for sale, MERCER, 4 cylinders, seven passenger touring with complete equipment, in good running condition. Price Tls. 4,000 or nearest offer. Please apply to Nanyang Trading Company, 12 Nanking Road.
48266 M. 10

FOR SALE. HANDSOME "Dodge Bros" coupe with brand new all weather permanent top. Car attractively repainted. Economical and extremely comfortable. Entirely owner driven. Address to Box 29, THE CHINA PRESS.
48221 M. 7

GODOWNS, TO LET

GODOWN to let from 1st July in Central district, 4000 or 8000 square feet. Telephone Ctr. 5021 or Apply to Box 10, THE CHINA PRESS.
48142

GODOWNS FOR RENT. Situated No. 2 Woosung Road. Also Ground and First Floor of No. 5 Chaufoong Road. For terms and particulars, apply China Realty Co., Ltd., 24 Kiangse Road (Telephone Building.)
48317 M 9

TO LET. Retail store with large godown adjoining, in centre of shopping district. Rent quite moderate. Apply to Box 1290, THE CHINA PRESS.
48209

ROOMS WANTED

WANTED from 1st June by bachelor of quiet habits suit of two rooms, verandah and bathroom Unfurnished. Only breakfast required. Address Box No. 74, THE CHINA PRESS.
48318 M 7

ROOMS TO LET

TO LET, on Avenue Joffre, very nice upper room with bathroom and verandah, suitable for a couple or single person. With or without board. Also a garage for hire. Apply to Box 88, THE CHINA PRESS.
48343 M 7

TO LET, small furnished room with board. Separate house. 65 Route Vallon, near French Park. Apply 10 to 7.
48316 M 11

ORIENTAL HOUSE, 31, Boone Road. Two large rooms, one back, one front, facing garden. Hot, cold water, bath attached. American proprietress. Tel. North 1102.
48341 M 12

TO LET, nicely furnished room with private bathroom. Western district, in private family. Board optional. Apply to Box 76, THE CHINA PRESS.
48319 M 10

TO LET. Beautifully furnished rooms, without board, Central, private flat, suitable for four (4) bachelor friends. American. Apply to Box 77, THE CHINA PRESS.
48320 M 9

TO LET, 2 connecting or one separate furnished room, bath flush toilet, electric light with board. Two minutes walk from French Park. 610, Rue de l'Observatoire.
48323

WESTERN district. British lady has large room, full board, suitable married couple or gentlemen friends. Terms $120 each. Tennis, garage, telephone, kitchen, under foreign supervision. Apply to Box 79, THE CHINA PRESS.
48326 M 7

COMFORTABLE home for married couple, good table, quiet neighbourhood, moderate charge. Also single room. Near tram. Telephone. Apply 59E, Range Road.
48330 M 12

TO LET luxuriously furnished room (facing south) with private bath, and use of sitting room. Excellent cuisine and service. Refined home comfort at reasonable cost. Apply Bellevue House, 34 Haskell Road, off Range Road. Phone N. 255.
48271 M. 10

TO LET with board, large front room suit couple, small front room suit single person, also large room suit married couple. Private modern bath each room. Excellent food. good service. For terms phone North 208 or apply 42 Boone Road.
48263 M. 7

TO LET, for couple, or two bachelors, a large, well furnished room, with bathroom attached, in Central district. Good cuisine. Apply to Box 40, THE CHINA PRESS.
48249 M. 7

TO LET with board, in Western district, large and small rooms with good ventilation and bathrooms attached. Moderate prices. Please apply No. 1, Ferry Road. Tel. W. 1987.
48211 M. 7

SEVERAL rooms to let, single & double, modern bathrooms and every convenience. Apply No. 1 Young Allen Terrace. Telephone N. 2072.
48239 M. 16

TO LET, in a new private boarding house, very nice large rooms, comfortably furnished, each with bathroom attached, in Western district. Best cooking. Apply A. 101 Avenue Road.
48072 M 11

SITUATIONS WANTED

LET the Y. M. C. A. Employment Department help you find the right man for the next vacancy in your office. Fifteen years of experience, hundreds of satisfied employers. Address Mr. C. C. Hsu, Employment Secretary, No 120 Szechuen Road, Shanghai, or phone Central 5200.
48203

BOOKKEEPER, independent worker, foreigner, 42 years old, thorough knowledge of East Siberian market, many years experience, correspondent in English, German and Russian, wants to change. Offers to Box 87, THE CHINA PRESS.
48340

A graduated Russian mining engineer, employed nearly four years in a local firm desires a change. Has had 8 years' experience in mining, metallurgy, surveying and construction works. No objection to outport. Address Box 86, THE CHINA PRESS.
48339

A graduated engineer (Russian, 33,) having been employed by a local firm for over 3 years in charge of about 1000 H. P. outdoor plant and 8 months in charge of mechanical workshop, desires a position in Shanghai. Please apply to Box 22, THE CHINA PRESS.
48192

BOOKKEEPER for many years connected with one of the largest American Corporations is open for immediate engagement. Highest references. Apply to Box 84, THE CHINA PRESS.
48337 M 9

AMERICAN, with over 12 years' experience in Imports and Exports in China, specialist in two lines and with sound general knowledge is open for engagement with a reliable concern. Holds an executive position at present, but would be willing to fill a subordinate one, if prospects are good. Salary not of main importance. Address Box No. 68, THE CHINA PRESS.
48304 M 7

ACCOUNTANT and bookkeeper many years experience in China, efficient in research work, wants position. Also ready to take over temporary work. Apply to Box 63 THE CHINA PRESS.
48288 M 11

FOREIGNER, many years connected with the pharmaceutical trade in Shanghai and North China wants position in office or as travelling agent. Speaks English, German and French. Address Box No. 62, THE CHINA PRESS.
48289 M 11

CAPABLE American Lady, due to arrive Shanghai about May 15th, desires position. Has had excellent experience in secretarial work, is a proficient stenographer and possesses thorough knowledge of filing and office routine as well as banking. Has had previous Far Eastern experience. Apply to Box 35, THE CHINA PRESS.
48238 M. 9

A very reliable young man (University graduated) speaks English, German, Russian, French, experienced in general office work calculation, stenography, secretary work, wishes to get a position. Apply to Box 43, THE CHINA PRESS.
48252

EXPERT in English composition, American college-woman desires editing, correcting, proof-reading; at home or office; whole or part time; temporary or permanent. Apply to Box 30, THE CHINA PRESS.
48224 M. 7

AMERICAN lady wants clerical position or as teacher of English. Reply to Box 32, THE CHINA PRESS.
48230 M. 7

SUMMER RESORTS

KULING, to let, two well furnished rooms, and board with private family for particulars write L. M. Spaulding, Ho Chow Anhwei.
48356 M 9

PEITAIHO. First class board and lodging reasonable terms. For further particulars apply Lan Shih Shan Summer Resort Peitaiho. Now open.
48377 J 6

MOKANSHAN. 4 room house wanted to rent for July 15-September 15. State location and terms to Box 25, THE CHINA PRESS.
48212

PEITAIHO, to let, for season, well furnished rooms, close to sea and station. Excellent board, all modern conveniences. Price moderate. Address Box No. 1203, THE CHINA PRESS.
47878 M. 20

PEITAIHO, Lan Shih Shan summer resort. First class board and lodging reasonable terms. For further particulars apply Henry W. Krippendorf, 14 Chekiang Road, Tientsin.
47526 M 7

RCOMS TO LET

Connaught House
8 Quinsan Gardens.
Vacant May 1st one small front room facing South, bathroom attached. Apply Mrs. G. POLLOCK.

TO LET
With board, large and small rooms. Please apply 14, Quinsan Gardens. Tel. N. 482.

TO LET with board, for immediate occupation, small comfortably furnished flat comprising two small rooms (bedroom and sitting room) suitable for single gentleman or lady of modest means. All modern conveniences. Apply Tel. W. 1548.

BOSTONIA
61 Carter Road
BOARD-RESIDENCE
Phone West 883
45358

ONE large well-furnished attic room Southern aspect with bathroom and terrace, also 1 large well-furnished bedroom with bathroom, in private family on Range Road. No board, but breakfast may be arranged. Immediate possession. Apply to Box 95, THE CHINA PRESS.
48361

TO LET with board, Western district, near tram, in private American family, large well furnished room, with private modern bath, suitable for couple or bachelors, use of telephone, drawing room, etc. Address Box 93, THE CHINA PRESS.
48355 M 10

TO LET, 14 Museum Road, well furnished room (facing South) verandah and bathroom attached. Rent will include light, tax, water, phone, and use of geyser, suitable for married couple or two bachelors. Will rent kitchen if necessary. Apply International Collection Agency, 13 Museum Road.
48362 M 7

FROM May 1st, one small room with board, suitable for one lady or gentleman; also one large room from May 7th, suitable for married couple or two bachelors. Apply 5 Young Allen Terrace.
48379 M 10

COOL room to let for one or two gentlemen, near American Club. Apply to Box 100, THE CHINA PRESS.
48382 M 10

TO LET furnished rooms with board. Large garden. Wayside district. Apply telephone East 460.
48364 M 10

FRENCH Concession. To let two airy nicely furnished rooms with bathroom and verandah attached. Meals served privately. Use of telephone, tennis. 19, Route Doumer.
48366

SPEAKIN' 'bout Sweepstakes! They ain't got nothin' on my T-bone steaks, 'cause they are sure some prizes. Listen;;; take Thursday "frinstance"! Morning time the boys come down to breakfast, and, after, consulting "John" you'll hear some give their orders this fashion; John better make it a stack of them famous, fluffy, flavorous Waffles, some "ham-and" some oh boy! potatoes (which is potatoes ala Wynne) and tell Master he no wantchee leave kitchenside, till the eighth or ninth inning (you see I'm at the range) and I'm tellin' you these Waffles jest haf to be nailed down to the plates; cause after they been massaged with plenty of butter and some real Maple Syrup they're apt to jest waft off the dish; and you'll find 'em melting in your mouth. Tiffen: : : we'll have some Frankfurters an' Sour Crout an' creamy mashed potatoes, followed by Veal-loaf, 'n tomatoe sauce 'n a coupla vegetables 'n salad topped off with real home-made Lemon Meringue Pie; fruit, COFFEE etc.; Dinner: Thick creamy delicious Potatoe Soup with Croutons, then: those Elmont T-bone Steaks, Muffins, German fried potatoes, baked corn, salad, Ice-cream, a home-made layer cake, and the etceteras. Course it's all hard to take, but: we worry along without losin' any weight or payin' any Doctor bills. Vacant now: A large double room with enclosed sleeping porch private bath, And I also serve Tiffens and Dinners to non-residents on monthly plan. ELMONT'S American Concession. EIGHTEEN QUINSAN GARDENS.
48292 M 7

LARGE well furnished room, bathroom attached, suitable two bachelors. Meals served privately. Lift service, in town flat. Telephone Central 7173.
48315 M 10

TO LET, in French family, two well furnished rooms with verandah and attic room, board optional, all modern conveniences. Apply: 620 Rue de l'Observatoire tram, Lu Ka Wei (Avenue Dubail, near French Garden).
48237

EXCHANGE AND MART

WRIGHT AND BELYEA for Houseboats, and all kinds of Motorboats. Woosung and 8 North Honan Road. Telephone N. 295.
48205

"UTOPIA" KNITTING WOOL. Featherweight and Heavyweight. The most varied assortment and choicest selection displayed by Oriental Sales Co., 79 Range Road.
47770 C

FOR SALE. Year old Moutrie piano with bench. Edison diamond Disc phonograph with records. West 955.
48357 M 7

SAFETY Razor Blades sharpened like new, three cents single, four cents double blades. Send your old blades to the Y. M. C. A. Barber Shop—"The Sanitary Shop," 120 Szechuen Road.
48202

WANTED, upright piano in good condition. Apply to Box 66, THE CHINA PRESS.
48333 M 11

FOR SALE. Thoroughbred airedale terrier (year old) also, I. C. S. Bookkeeping accounting course (cost $190.00) What offers? Apply to Box 67, THE CHINA PRESS.
48333 M 11

MAH-JONGG RULES: Original, Copyrighted Rules in English. "Mah-Jongg" as popularly adopted and played by foreigners in China and foreign countries. Simplified score-card (easily memorized) included. Price $.50 per copy. TECHNICAL SUPPLY COMPANY, 83 Szechuen Road.
48204

WANTED TO BUY, Vacant lot of land 1½ Mow or more with preference in Hongkew or Wayside district, with road frontage. Please send particulars and price to Box No. 73, THE CHINA PRESS.
48317 M 9

FIRST class passage for sale to Nanking. Sail on June 2nd. Apply to Box 85, THE CHINA PRESS.
48338 M 7

FOR SALE. Grand piano nearly new in excellent condition. Suitable for ball room or large parlor. A bargain. Apply to Box 78, THE CHINA PRESS.
48325 M 9

MOTOR boat just overhauled and in sound condition, 38 feet x 11 feet, 20 to 25 HP kerosene motor. For further particulars and to view, apply to S. Behr and Mathew, 77 Yangtzepoo Road.
48220 M. 7

FASHION Magazines, style, fashionable dress, royal, standard designer Quarterly, The American ladies' tailor, advanced styles, etc. Get a copy or more before they are gone Sewing Machine Dept., Lienyi Mercantile Co. corner Szechuen and Soochow Roads. Telephone C. 839.
48301 M 9

PROFESSIONAL

EXPERIENCED French teacher gives lessons special conversation and grammar, method direct, rapid progress guaranteed. Apply to Box 91, THE CHINA PRESS.
48350 M 10

LATEST steps in fox trot and waltz. Individual lessons only. Beginners taught thoroughly and quickly by experienced American lady. Tel. W. 2437.
48321

GENTLEMAN of business standing wishes to take lessons in English 3 times a week after 6 o'clock. Please state terms, etc., to Box No. 96, THE CHINA PRESS.
48372 M 9

WANTED by an Englishman, lessons in Russian. Apply to Box 101, THE CHINA PRESS.
48383 M 10

LADY (British) Western district, gives dancing lessons, fox trot, one step, waltz. Proficiency guaranteed six lessons. Address Box 81, THE CHINA PRESS.
48331

ENGLISH ladies give lessons, English, shorthand, typewriting and music. Miss Ryan, 3A Wongkashaw Gardens. W. 2779.
46239

LADY, (British), Western district, gives private dancing lessons absolutely individual instruction. Terms moderate. Proficiency guaranteed in six lessons. Apply to Box 1123, THE CHINA PRESS.
47696

AH PAO, Chinese masseuse massages patients, charges moderate. Patients may visit Ah Pao's house or she will visit their homes. 226 Szechuen Road, corner Ningpo Road. Upstairs of Him Yick Bank. Tel. C. 3493.
48282

COMPETENT music teacher (lady) is willing to give piano lessons. Excellent references from residential pupils. Terms: Eight dollars for month. 307II Avenue Foche.
48160

Chinese Commission Ask United Church In Report

(Continued from Page 6)

the Gospel to the various classes of society, we sense the appalling need of a thorough-going evangelism.

"We hereby call upon all the followers of Jesus Christ to go forth with renewed zeal and consecrate hearts, with persistent efforts, and through united and definite programs to evangelise every part of China.

"We hereby declare that in our evangelistic efforts we stand solidly on the evangelical faith of the Christian Church, the faith which has given us our genuine religious experience and which has led us into intimate relationship with God our Father through Jesus Christ our Lord. We also emphasise that the evangelical faith which we proclaim is also the faith of an abundant life which actually manifests God's love as revealed through Jesus Christ and which is being continually revealed and witnessed in our hearts by the Holy Spirit.

"We take this opportunity to state our religious experience in our own tongue and in our own way as a summons to this evangelical faith from the Chinese Christians to their non-Christian fellow-citizens."

STRIKES APPEALING NOTE

In the discussioin that followed, an appealing note was struck by one Chinese pastor who was interpreted to say that: "He hesitated to address this great assembly for, having travelled 53 days to reach the Conference he was as a foreigner and a savage", but he begged to remind the Conference of the outlying districts for which they are legislating this week.

These opening statements of the report are followed by an analysis of the meaning of Christianity for China addressed to non-Christians.

The report closes with a challenge straight from Chinese minds to Chinese minds; calling upon these to bring themselves into right relationship with God, to come and investigate the religious experience of His people and make a practical experiment, working together for a speedy realisation of the Heavenly Kingdom in China and the whole world.

Many of the delegates availed themselves of the hospitality of the Shanghai churches by attending the reception and entertainment given at the Olympic Theater yesterday afternoon. Among the features on the program were an address of welcome by Dr. David Yui, folk dances given by the students of the Y. W. C. A. Physical Training Schoool and a musical play by students of McTyeire School. The Shanghai Songsters entertained the delegates both at this afternoon reception and in their concert given in the Town Hall last evening at which the following program was splendidly rendered:

FINE PROGRAM SUNG

1. Symphony in B. Minor ("Unfinished") Schubert (Orchestra) 1st Movement.
2. The Heavens are Telling..... Hayden (Chorus)
3. (a) Spring
   (b) Anitra's Dance
   (c) In the Hall of the Mountain King (Orchestra) Grieg
4. (a) Christmas Hymn...Adam
   (b) Silent Night.....Gruber
   (c) The First Nowell..... Traditional
   (Chorus)
5. Prize Song from "Meistersinger" .....Wagner (Orchestra)
6. Sing, O, Heavens .....Tours (Mrs. Mei and Chorus)

Soloists Mrs. H. C. Mei (Soprano), Mr. Y. C. James Yen (Tenor), Mr. E. P. Dai (Bass). Director, Mr. L. C. Perry.

ADDRESS TODAY

At 2:30 p.m. today in the Town Hall there will be a short session of the Conference at which Dr. David Yui will speak and representatives from most of the countries bordering on the Pacific Ocean. The church program includes eighteen services in different parts of the city for the Chinese delegates and community and services as follows for the foreign churches: preaching by Professor Erdman of the Princeton Theological Seminary in America, at the Free Christian Church at eleven and six; preaching by Mr. Fletcher S. Brockman, of the American Y. M. C. A. and formerly general secretary of the Y. M. C. A. of China, at Union Church at eleven; preaching by Dr. H. T. Hodgkin of England at the Cathderal at eleven; and a mass meeting at the Lyceum Theater at five-thirty at which Dr. John R. Mott will speak.

At the Sunday Service League at Martyrs' Hall at five, Dr. T. T. Lew of Peking will speak on "The Renaissance Movement in China."

CHINESE SERVICES

Following is the service list of today for the Chinese community, giving the names of preachers and time of meetings:

10 a.m. Independent Church, Paotung Road, Rev. M. T. Ling.

10 a.m. Presbyterian Press, North Szechuen Road, Rev. L. S. Cheng, Hangchow.

10 a.m. Grace Church, Native City, Rev. T. M. Tong, Wusih.

10 a.m. Church of Our Savior, Dixwell Road, Rev. W. F. Zung, Hankow.

10:30 a.m. St. Peter's, Sinza Road, Dr. Timothy Lew, Peking.

10:30 a.m. North Gate Baptist, Avenue 2 Republics, Rev. S. S. Tsu, Soochow.

11 a.m. North Shanghai Baptist, Y.W.C.A. 11A Quinsan Road Rev. Z. T. Kaung, Soochow.

11 a.m. Cantonese Baptist, N. Szechuen Road, Rev. C. N. Chen, Canton. (At 7 p.m. Rev. T. S. Young, Canton).

11 a.m. Moore Memorial Methodist, Yunnan Road, Rev. K. H. Wang, Foochow.

11 a.m. Cantonese Union, North Szechuen Road, Dr. T. C. Chao, Soochow.

11 a.m. Foochow Union, North Szechuen Road, Bishop Hind, Foochow.

11 a.m. Grace Baptist, North Szechuen Road, Mr. D. Swamidoss, India.

11 a.m. McTyeire School, Edinburgh Road, Dr. W. J. King, America.

3 p.m. Shanghai College, Yangtszepoo, Bishop Roots, Hankow.

4 p.m. Prebyterian Church, South Gate, Mr. D. Swamidoss, India.

5 p.m. Sunday Service League, Martyrs' Hall, 120 Szechuen Road, Dr. Timothy Lew, Peking.

8:15 p.m. Mass meeting, Martyrs' Hall, Dr. C. P. Wang, Tientsin.

Spring Fiction

LUCRETIA LOMBARD, by Kathleen Norris $3.50
A dramatic novel by the author of "The Beloved Woman."

THE HEAD OF THE HOUSE OF COOMBE, by Frances Hodgson Burnett $4.00
"Stories one never forgets"—so Mrs. Burnett's books have been described. Author of "The Shuttle," "The Secret Garden," etc.

TROUBLE-THE-HOUSE, by Kate Jordan $3.80
This story of Susy Gilvarry, called Trouble-the-House by her distracted family, makes girlhood's humors, tempests and strivings come to full being before one in the same manner that "Penrod" revealed boyhood in print.

SLEEPING FIRES, by Gertrude Atherton $3.80
A strikingly original novel—action taking place in San Francisco and New York.

A LITTLE MORE, by W. B. Maxwell $4.00
By the author of "Vivien," "The Guarded Flame," etc.

THE ROMANTIC LADY, by Michael Arlen $3.80
This volume consists of four subtle and brilliantly written studies of modern women.

THE WRONG MR. RIGHT, by Berta Ruck $3.50

OUT OF THE DARKNESS, by Charles J. Dutton ... $3.50
A detective story.

THE MOON ROCK, by Arthur J. Rees $4.00
A mystery-detective story.

THE RIDER OF GOLDEN BAR, by William Patterson White $3.50

ASIA AT THE CROSS-ROADS, by E. Alexander Powell $6.00

BEYOND SHANGHAI, by Harold Speakman $5.00

SEA POWER IN THE PACIFIC, by Hector Bywater $10.00

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AMCO

Bruce Hopper Takes Us Through "China's Back Door"

By Bruce Hopper

VII

BHAMO, the caravanserai on the upper Irrawaddy, is one of the most famous jumping-off places in the world. To one who knew the old West, when cowboys, sheep-herders, road agents, and Indians all mixed in the free-for-all fight for spring water on the range, Bhamo seems the last of all the Last Chance Saloons. After Bhamo is the wide and starry sky, and the wilderness.

To the gypsy, who comes to China through the back door, Bhamo is a stage for touching scenes of farewell to things civilisation is supposed to afford. There is a reckless abandon about the place calculated to make the traveler wonder how far it is to the deep end of the trail. One feels like taking a last despairing sip of the beverage which flows wherever Britons gather, and plunging out into perils he would not dare anticipate. And there is about Bhamo also the indescribable romance of unwritten history, of which the traveler can get only a suspicion.

For three days we had been lolling in the chairs with long arms on the flotilla steamer from Mandalay. For three nights we had paraded around the Burman villages where the steamer tied up. We would not be untruthful were we to confess to pleasant observation of the fragrant kalsimine on Burman cheeks. For Aphrodite's girdle, when dropped from Olympus, fell among the damsels of Burma. Nor were we adverse to risking a shy glance from the deck when chary maids prodigally unmasked their beauty to the moon. Life on the Irrawaddy can be a pastoral if one weakens, just a little.

AN AUDIENCE AFFORDS

Of course we bored the captain and our two fellow passengers with much big talk about our project to navigate the great River of the Golden Sands, which is the Yangtsze. One was a British colonel. The other was a Dutch brewer who made Rotterdam famous during the war satisfying the Allied craving for German beer. After hostilities he was able to travel. Neither one knew anything about the Yangtsze or Yunnan. But they refrained from open laughter, in which they differed from other audiences we have known. So what we knew about the country ahead continued to resemble a subtraction from the sum total of human knowledge.

The "Taping" dumped us on the Bhamo shore, with all our goods and chattels stacked around us. We were bewildered. Such hasty jumping from theory to reality was not to our taste. Several poignant facts dawned upon the party intelligence. One was that however abundant had been the blessing of the god of vagabondia in spring fever and its kindred ecstasies, he had cruelly denied us the provident care for the elementals in the survival of the fittest. And such knowledge is essential to getting on in the jungle, where life breeds in the swarm.

Thus, there was faltering at the bar when we put out for China. We shouted hey for boot and horse, to let young blood go free, but we tarried, and considered, and resolved we had been hasty. Up till that time we had catered only to the needs of the soul, which was the open road. Now we were forced to consider the needs of the body, and sustenance when in the remote places.

BHAMO, A "BOOM TOWN"

Bhamo, once the capital of the Shan state, Manmaw, has long been a caravan terminus for those inveterate traders, the Chinese. For centuries they have been accustomed to cross the terrible divides of Southwestern Yunnan, and make the "long descent" described by Marco Polo, to get to the Irrawaddy. There was silver there, and even more alluring jade. In 1867 it was found that steamers could go as high as Bhamo if the Irrawaddy channel were marked by pickets. Trade immediately boomed. And the talk of a railroad link between India and the Yangtsze started real estate speculation.

The real boom for Bhamo, however, came after King Thibaw was deposed in 1883. The Third Burmese War followed, and the quiet annexation by Queen Victory of all of Upper Burma. The strategic importance of the town is its proximity to the mouth of the Taiping river, the natural highway to China, if a tortuous mule path merits the name highway. Bhamo is a crossroad of races, and a Babel of tongues. It is mostly a Chinese town, bearing a Shan name, situated in Burmese territory. It was the center of fighting between British troops and the Kachin tribesmen who levy tribute from the caravans, and is also famous in British army tradition for the memorable scenes of dacoit hunting after the annexation.

If we are to believe Chinese chronicles, and the Burmese Royal Annals, one of the greatest battles of history was fought at Bhamo. It seems that in 1281 Kublai Khan sent a mission to Burma to demand gold and silver vessels as symbols of homage. The roughshod Tartar envoys were unaware of the niceties of the Burman court, and failed to remove their footgear when approaching the throne. The offense was so heinous that the envoys were forthwith put to death.

H. R. H. DOES SOME FLEEING

When the Great Khan heard of the insult to his growing power his rage made the mountains tremble. He sent an army of six million horse, and twenty million foot soldiers, to punish the King of Burma. The battle was fought at Bhamo, and ended in rout for the Burmans. The Burmese king fled to his capital, Pagan, and fortified the place with material he tore from 6,000 temples. But nothing could withstand the onslaught of the Tartar Light Brigade, six million horsemen. The poor king fled again, for which he can hardly be blamed. In the Annals he is called "Tarok-pye-Meng," or the king who fled from the Chinese. The Annals thus make very exciting reading.

Having a passion for battle sites we later explored the neighborhood, but found the Battlefield of Bhamo as elusive as that one near Tours where the mighty Charles Martel smote the Saracens hip and thigh in 732. The Battle of Bhamo, we are told, ended the ancient Burmese dynasty, and paved the way for suzerainty to Kublai Khan, the patron of Marco Polo.

Like all other towns of India and Burma subject to visits by officials Bhamo has a government rest house. Strangers are allowed to use these places, in the absence of hotels, as a matter of convenience. We hired all the population visible to cart our effects to the rest house, and then began a work which had many revelations. In our confusion in Rangoon we just told clerks in the stores to fix up our boxes and send us the bill. What slight direction we gave to ordering was merely to emphasise a desire to "travel light, and extemporise off the country." We gleefully attacked the twelve Standard Oil boxes, knowing we had a prize collection of junk. And whenever we would discover some instrument, or some bit of food we could not identify or imagine the function, we would shout. The racket kept up all afternoon.

OF VARIOUS VIANDS

Condiments there were in profusion pickallillies, chowchow and curry powders. We had enough Worcester sauce to discolor the Yangtsze. But diligent search brought to light only twelve cans of Bully Beef, that excellent viand whose glories were seriously underrated in the army. What was particularly useless was a huge sack of rice, which we carried into China, much as one would carry wine to France, or tea to Ceylon. When we viewed that disordered array of bottleware we felt foolish. And later, thousands of miles from provident friends, reduced to millet seeds, when we fain would have relished the husks the Chinese swine rejected, we thought of "extemporising off the country," and we uttered bitter words of sorrow.

Through the kind service of J. M. Kohn, keeper of the general store in Bhamo for the last forty years, we were able to complete our equipment. Mr. Kohn tried to sell us his store, also space in the pagoda, and land in China. We finally got out of his clutches by buying a tremendous sack of potatoes, which almost broke a mule's back to carry, and sundry varities of onions which he declared to be not only scarce but highly palatable in China, so remote from the Burmese vegetable gardens. Other knickknacks he put into our boxes included four dozen fish hooks, an equal number of darning needles, and yards and yards of rope.

When about to leave he brought out a wicked looking dah, which is a knife four feet long. We asked what the thing was for, and he said it was the royal decapitating machine. We bought it without further question, and used it to chop wood. When Kohn ushered us into the

(Continued on Page 11)

-:- Chin Chin -:-

The best cure for stoop-shouldered men has just been found by Paris fashion designers. They've prescribed long skirts for the wimmen.

* * *

It sounds too good to be true but our little sunflower says it did and anything our little sunflower says (just now) goes. A Chinese woman, after gazing at the wooden-faced photographs in the window for fifteen minutes finally mustered up the courage to enter a Nanking Road photo shop.

"How much are the family groups like those in the window?" she asked.

"Three dollars a dozen."

"I've only got eleven. Any reduction?"

* * *

PA JONGG SEZ

"When one of these here wimmen says she believes in signs she prob'ly means dollar signs."

* * *

Cheer up! Even if you did lose on every race at the Spring meet and you owe the tailor a flock of cartwheels remember that H. L. Mencken was always fond of saying that as we hurry through life let us always recall that Lea and Perrins have just as many pretty medals as General Haig, and Crosse and Blackwell three times as many as General Foch.

* * *

ASHES

I have let the fire go out—
See, the hearth is swept—
(Hid beneath the ashes
One spark I have kept).

Yes, this little fire is dead . . .
Do not stir the embers!
(You must go without a kiss,
Lest my mouth remembers.)
—Abigail Cresson.

* * *

Ima Hoot-Nanny had her little niece out walking yesterday afternoon, when on Rue Lafayette they saw an old-fashioned moo-cow grazing in the grass.

"What's them things on its head?" asked the bright little youngster.

Ima considered carefully, and then ventured—"Horns".

Then the cow mooed.

"Which one did it blow?" asked the darling little girl.

And as Ima Hoot-Nanny says isn't that just too cute for words!

* * *

Cable dispatches say that one European Prince lost a fortune in ten minutes. She went home to her mama in America.

* * *

DELIBERATE DITTY

When you have some stunt to do,
Take your time.
Never try to rush things through—
Take your time.
If you love some blushing rose
Dabbing powder on her nose
And are tempted to propose,
Take your time.

If the game you want to beat,
Take your time.
Burning haste is indiscreet—
Take your time.
In the East rush doesn't pay
Even tho' you think it may
Pay your chits some other day*
Take your time!

*Dependent, of course, on your ability as a chit-dodger. We used the idea merely because the words rhyme.

* * *

Just before Our Hero set sail for China an old uncle, in a last word of advice about "these women in China," sed: "Old Thing, when a woman smiles at you, put on your skid chairs—you're in danger. When she laughs at you, honk your horn and go ahead,—you're safe.

I thought he was bughouse then.

Now I know he was a wise old bird.

* * *

AIN'T CHINA FUNNY?

On Rue Kraetzer, sandwiched in between a Chinese delicatessen shop with serried rows of Noah's hens eggs, and a twanging, plunking cotton-fluffer the man who repairs the universe has his shingle out. After reciting, in detail, fifty other things he does (half of them spelled wrong of course) he declaims:

REPAIRER OF PIANOES OR GANS GRASS MOWERS

* * *

Well, if Chang does get licked he needn't loose heart. There's still Ireland he can go to.

* * *

"We are not declining any good loans" a big New York bank advertises. Very few of us would.

* * *

AN EDITORIAL BLESSING!

(*Live Oak, Mo., Democrat*)

MARRIED—Miss Sylvai Rhodes and James Conlin, last Saturday, at the Baptist parsonage. The bride is a very ordinary town girl, who doesn't know any more about cooking than a jack rabbit does and never helped her mother three days in her life. She is not a beauty by any means and has a gait like a lame duck. The groom is an up-to-date loafer. He has been living on the old folks all his life and is not worth shucks. It will be a hard life.

* * *

As Bert'e, the Bunkie, would say, go ahead and pin your faith to a woman but keep a carbon copy.

LARRY

Twentieth Amendment On Way

By Ring W. Lardner

To the Editor:

WELL I suppose you read in the papers where the kiddies of the U. S. supreme court put their O. K. on the 19th amendment which allows the women folks to vote though it don't necessarily mean that their votes will half to be counted, but any way the 19th amendment has been made legal tender and so now everybody in congress is scratching their brains to figure out what the 20th. amendment will be as it don't seem hardly right to leave the constitution run along 2 or 3 months without plastering a new amendment on to it.

Besides which the boys is all jealous of Volstead on acct. of the publicity he got out of No. 18 so they are trying to figure out a new one that they can slap their name on and get their name before the public and in order to do that the amendment will half to be one that will create a sensation and get people to talking about the author.

My Washington correspondent is keeping me posted on the situation in the capital and he is on the inside for 6 months unless they leave him out for good behavior, but any way I learn through him that several congressmen is all ready with their idears for the new amendment and will spring same as soon as called on and the one that congress thinks will do the most people the least good, why they will adopt it and make it the 20th. amendment to the constitution of the U. S. states.

VOTES FOR BABIES

And I am also in a position to give my readers the outlines of some of the different amendments that will be offered and the names of the authors of same, but will not make no predictions in regards to which one congress will pick out as the worst and adopt it.

Rep. Bruce (R) of Texas will introduce an amendment providing for all flappers between the age of 14 and 34 to keep their galoshes buckled between 2 p.m. and midnight dureing the summer months.

Rep. Titus (D) of Vermont is author of an amendment which legalises murder provided a woman done it. The rep. says it is high time the state quit throwing the peoples money away on these kind of cases.

Rep. Duke (Colored) of Georgia has an amendment which will prohibit people from getting their pants pressed as it makes things embarrassing for people that never got the habit.

Rep. Williams (R) of Iowa has got one which will kind of neutralise the 18th. amendment which as some of you may remember is the amendment which made it not legal to manufacture or sell or transport intoxicating liquor. Mr. Williams's scheme ain't worded yet, but the idear is to offset the Volstead act and decrease drinking.

Rep. Burke (Irish) of Utah is the father of an amendment which will give babies the right to vote as he claims they can't do no worse than grown ups and might do better.

LEST MARRIED MEN FORGET

Rep. Perkins (I) of Illinois got his idear from the R. R. station masters in Chicago who have passed a rule that people can't kiss each other no more in railway stations as it not only tends to make trains late getting started but also underminds the morale of the Pullman conductor.

Rep. Perkins wants to go a few steps further and make it against the law for anybody to kiss anybody anywheres as he claims it don't do no good and spreads insects and mumps and further more it is a unfair practice which is all in favor of the women folks because if they want a man to kiss them he don't dast refuse but a man can't kiss a woman without she wants him to, or if he does he is libel to be sewed for $50,000 damages but you never heard of a woman getting sewed by a man because she kissed him.

Rep. Fogel (German) of Pennsylvania who is known as the courageous congressman has got an amendment which would compel members of congress to learn to read and write.

Rep. Fay (R) of Oklahoma wants a law compelling babies to

(Continued on Page 10)

Chamberlain's Tablets Are Mild and Gentle in Effect.

The laxative effect of Chamberlain's Tablets is so mild and gentle that you can hardly realize that it has been produced by a medicine.

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Take A Week Off If You'd Enjoy Chinese Theater

By Irene Corbally

THEATRICAL performances at home can be, and usually are, just a two and a half hours' painless execution of time, set to music in the case of musical comedies and simply interspersed with music, if a drama is in process of unfolding, to ease over the tedium between the approaches to the climax. When you look at your program and realise that one year passes between acts 1 and 2, it is more or less pleasant to have the interval bridged by a lilting arrangement of snarps and flats, curling out of stringed instruments.

The Shanghai theater fan is practically forced to apply for a leave of absence from business when he wishes to go to the theater for according to best advices they go on for days although not for so long a period of time as in Siam which is said to hold the longevity record, a performance lasting, sometimes, two months.

The average play, put on in the Chinese theaters in Shanghai, begins at 7 p.m. and closes one chapter at about 12:30. This is the newer system for accommodating the ancient classics to modern capacity means a division of a play into three chapters, presented in a theater over a period of months, chapter one appearing on the boards for the first quarter, chapter two for the second, if the demand continues, and chapter three for the latter part of the year, so that a single play may not be seen in its entirety for practically a year.

The foreigner's first visit to a Chinese theater is a succession of surprises, the first of which is that he has wandered into a boiler factory, masquerading as a circus. The largest theater in Shanghai, on Chekiang road, with its seating capacity of 3,500, is a huge, bare-looking amphitheater, minus all the plush and velvet trappings, shaded wall lights and brilliant overhead illumination in the concave ceiling, that characterise the play houses of the Western World. Dark painted benches with high backs to which are attached shelves for refreshments, a notable absence of surplus illumination, one lonely, naked electric light bulb depending on a lengthy wire from the circular vault of the ceiling, a litter of peanut shells, chewed and rejected watermelon seeds, orange and banana peels and other refuse, thrown out by careless but interested spectators, is the artistic background for the presentation of classical drama, golden with its 1,000 years, as is the specimen of the Peking school originating from Hupeh, "The Exchange of the Prince for a Cat," now being shown at the Chekiang road theater.

The drama itself is historical and although chapter two of the three divisions has been running now for three months at this theater, one can get a complete resume of the play from almost any Chinese, all of whom are familiar with the story.

The minstrelsy of the tea shop brings to even the lowest class of Chinese an easy familiarity with the great classical plays the vogue for which, seemingly, will never run out in China, where new plays have been introduced, from time to time, without any particular success. China lives in the past, in its Golden Age, with the utmost faith and implicit confidence that the literature of antiquity which has moulded the Chinese nation, will never be equalled by any inferior product of the present or future.

PEANUT GALLERY

As the Chinese acquires a little money he goes to the theater and pays 20 cents for a seat in the "peanut gallery," 70 cents for a seat in the balcony, or, perhaps, 90 cents for a loge, where he can sit on a chair instead of on a bench. Downstairs, are 80, 70, 30 and 20. Here he sees his beloved historical plays set to the blatant music that is supposed to enhance their value, and actually livin, before his eyes in their dramatic presentation by actors of uncommon ability.

The actors are always men, for women are excluded from this profession, which has always been considered one of the lesser professions and which has not yet acquired the status which belongs rightfully to it. The actors taking feminine roles are carefully trained from childhood, particular attention being paid to their voices which must rise to the thrill falsetto of pseudo femininity. Usually, a child is apprenticed at an early age, 8 or 9, and grows up in the game, after the fashion of the child actor at home who begins by being little Eva at 5 and blossoms into a Broadway star in her own right at 21.

The Chinese actors who attain fame collect a monthly stipend that is far in excess of the emolument that would be expected to accrue to a member of a still little-respected profession. Ching chun-hung, probably the most famous Chinese actor in Shanghai today, who is seen in the current play at the Chekiang road theater, and who has been on the stage for 15 years, as a famous acrobatic as well as tragic performer, is also one of the best paid, his salary averaging $2,000 monthly.

The stage of the Chinese theater is the particular portion of the institution that delivers

(Continued on Page 10)

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Take A Week Off If You'd Enjoy Chinese Theater

(Continued from Page 9)

the greatest shock. Scenery, in general, is of the imaginary variety of Shakspearean days, although the modern leaders in theatricals are introducing more trappings and electrical effects that add considerably to the play itself, rich in excuses for lavish properties and costumes. The large stage has its group of musicians at one side, seated haphazardly, in the most comfortable positions they can assume, with their tea things near at hand. On the other side, odds and ends of furniture are piled up, and the property man's children come out and perch themselves on ladders or cuspidors or any stationary article that offers temporary sitting space while the show is on.

The musicians, although they are dressed like coolies and resemble this class of Chinese, are, in reality, on a par with the actors and are treated by them with respect and much politeness. The "leader" if there can be said to be a leader of the weird and wicked crashing and smashing that is Chinese music, and whose only rival is the steel riveter or the concentrated din of a boiler factory and two express trains passing each other in the subway, is usually the man with the drum. The fiddler and the gong man are the rest of the orchestra, the fiddler drawing down something in the neighborhood of $500 monthly and the others on an average of $160.

The meager scenery is compensated for, somewhat, by the color and variety of costumes for the old plays, the magnificent court costumes and magnificent headdresses are as brilliant as the horticulture of the tropics.

The military officers, in those days of China's great glory, wore luxurious and magnificent trappings that constituted fitting and proper raiment for men of their rank. Their gorgeous robes, heavy with embroidery, the silver crowns and luxuriant beards, are all duplicated on the stage today. The civil officers, on the contrary, were content with fairly plain clothes, of silk, in subdued colors.

Beards, as rare in China today as a Chinese blonde, were the badge of respectability and of high face in those days. The importance of a man, it is said, was judged by the length of his beard and by the length of the elongated equivalents of the Victorian "side-boards" that hung from immediately in front of his ears.

LONG ON CONVENIENCE

The Chinese play is exceedingly convenient in that it may be watched from any point, walked out on from any part, with equal equanimity by audience and actor alike. The drama is a collection of episodes strung together, but each of which is in reality a perfect little play in itself. The 30 or 40 "scenes" that occur in one night are so many one-act plays.

If any one is interested in seeing what Hell looks like and in disproving the current idea that the place is long on company but short on climate and furnishings, let him drop in and see one of the acts in the Chekiang road theater's present production. Hell, or the Chinese middle hell, is a place of spaciousness, with wide marble steps, of apparently delightful coolness, arched windows and vaulted doorways, through which a blue light shining gives the impression of a long, cool vista.

Although the $2,000 actor and the $500 fiddler are given their just due in the matter of compensation, there is no attention paid to their dressing-room requirements. Back stage, one can look in vain for the gold star on the door. There is no star and there is no door. The actors dress behind the scenes, making up on boxes, like the w.k. amateur performance for charity in Uncle Eben's barn back home. The clothes and costumes hang from rafters; the beards and queues, likewise. The supers dress or undress down in the cellar.

Despite all the crudities, the attitude of the Chinese playgoer is one of marked interest and respect as a glance about any night's audience will disclose. Regardless of his education, the Chinese never gives up his love for the classic dramas. Amahs and returned students, sing song girls with a night off and coolies, conservative pedagogues and flighty foreignised Chinese cake-eaters all go to the theater and enjoy it.

British Farmers Ask "Plow Bonus"

London (by mail)—British corn production has now sunk to a lower level than in the years before the war. The great increase achieved during the period of the war has not been maintained, with the result that the nation is not so well prepared against shortage of food as it was in 1914. The bearing of the prosperity of this greatest British industry upon national welfare and security is not being overlooked by leading agriculturists.

Mr. James Donaldson, vice-president of the National Farmers Union, has recently examined the state of affairs in an article in the press. In spite of the fact above quoted, he is optimistic as to the ability of the agricultural community to cope with the present situation, and points out that farmers are too well organised today to sink back into the helpless position in the nation which they occupied in pre-war days. But the nation had arrived at a point where it must decide whether it was intended to pursue a policy of laissez faire, or to recognise agriculture definitely as being the basic industry of the State.

A remark displaying an acute insight into the industrial structure of Britain was recently made by Sir Robert Horne when commending his Trade Facilities Bill to the House of Commons. He pointed out that Britain was concerned in times of trade depression in a special degree, because, unlike other countries it had erected a top-heavy superstructure of industrialism on a narrow basis of agriculture. Sir Robert Horne's remedy was to seek to facilitate the exportation of manufactures so that Britain might purchase more of its food requirements from abroad.

This policy, Mr. Donaldson asserted, is not calculated to help the farming industry but to injure it. The question for the British nation to decide was: "Could they afford to neglect the development of home resources?"

In Mr. Donaldson's opinion the nation should decide to foster deliberately the home production of foodstuffs, and to maintain and to increase employment on the land. This it could do by diverting to British agriculture capital which would otherwise be utilised overseas. It was a self-evident fact that British farmers were pursuing their calling according to the limits of their capital, and to call for "better farming," increased production and the payment of higher wages out of capital, all in the same breath, was sheer futility. The recent subsidisation policy of the governement was not sound, he thought, because it guaranteed nothing to the nation in return for guarantees to the farmers.

If the nation desires to increase arable production with a view at once to securing increased home food supplies and increasing employment on the land, Mr. Donaldson says, the only sound policy is to pay for actual results. The 18 figures of acreage under wheat and oats might be used as a basis, the figures could be readily checked from the statutory returns, and acreage compulsorily plowed could be eliminated by reference to county records. These basic figures, Mr. Donaldson says, might be used for purposes of paying for additional land brought under the plow.

A bonus of £2 per acre would suffice to save British cereal production from becoming still less. The taxpayer would get a direct return for his money, and the value of the return could readily be assessed each year by Parliament.

If some such policy as this is not adopted it is to be feared that farmers and laborers alike will be driven more and more into the only expedients open to them, the one of cutting down expenses, the other of drifting to the towns, or overseas.

Commercial Analyses

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77 ROUTE V[illegible]

Twentieth Amendment On Way

(Continued from Page 9)

be born with more clothes on.

Rep. Clark (Femate) of Oregon suggests an amendment which would make husbands wear a wedding ring to remind them that they ain't single and also to wear a identification tag so as when they come home their wife will know who it is.

MAKE ALL RIDE IN UPPERS

Rep. Adams (D) of Indiana has got an amendment to standarise the names of meals. He says that in most places the noon meal is called dinner and the evening meal is called supper, but they's some districts where the noon meal is referred to as lunch and the evening meal as supper and the result is that when a man is visiting some other town and they ask you to come to dinner you are libel to get there 7 hours too soon and half to amuse the hostess' children.

Rep. Keating (Baptist) of Mississippi is the father of a scheme to speed up railway trains by compelling everybody to ride in a upper berth so their weight won't be so close to the rails and cause friction.

Rep. Baumann (D) of Maryland wants an amendment which will permit a person to start a charge acct. with the street car company so as when you are all bundled up in winter time you won't half to undress to get a hold of a nickel.

Rep. Engle (Swedish) of Idaho wants an amendment to stop the practice of makeing people hold their refreshments in their lap at a party.

Personaly I (R) of Long's Island would like to see them pass an amendment which will remove whiskers without shaveing but whatever one they pick out, our country may she always be right irregardless of congress.

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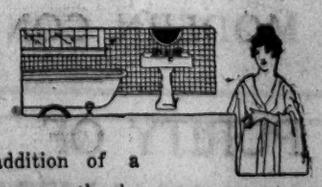

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Details of the tremendous problem of supplying New York City with the 8,455,200,000 pounds of foodstuffs necessary each year to feed the 8,000,000 residents of the Port of New York district are given in a report of the Port of New York Authority, made public recently. The report shows that the port district receives annually for local consumption about 531,000 carloads of foodstuffs, or nearly 1,800 a day. It discloses the little-known fact that New York is one of the most important live stock centers of the nation, being fourth in the number of animals slaughtered.

The investigation of New York's food supply was undertaken by the Port Authority at the request of the Governors of New York and New Jersey last October, when a national railroad strike threatened to cut off the food supply of New York City and the 104 other municipalities in the port district. When this crisis passed it was decided to retain the organization to make further studies, as part of the function of the Port Authority was to improve existing methods of food distribution.

In considering the food requirements of the port district's population of 8,000,000, the report makes allowance for children and infants included in this total and for varying national characteristics of diet, and estimated this 8,000,000 population, for food consuming purposes, as equivalent to 6,240,000 "adult males."

JUST WHAT NEW YORK EATS

The following table shows the estimate of the annual food consumption of the port district population of 8,000,000 (6,240,000 "equivalent adult males") with the quantities stated in pounds:

Total Meat (including Provisions and Poultry)	967,200,000
Fish	162,240,000
Milk	1,728,480,000
Cheese	57,440,000
Eggs	187,200,000
Fats (including butter)	237,120,000
Cereals (including breadstuffs)	1,872,000,000
Vegetables	2,077,920,000
Fruits	748,800,000
Sugar	343,200,000
Tea and Coffee	93,600,000
Total	8,455,200,000

The report shows that 2,670,826 quarts of milk are received daily, or 977,552,440 a year. Approximately 420,000 cows on 40,000 dairy farms are required to furnish this supply and in addition the receipts of evaporated and condensed milk are estimated by members of the trade to be 3,000,000 cases of 48 sixteen-ounce cans a year, of which 1,800,000 cases are evaporated and 1,200,000 cases condensed.

The report gives detailed figures on the yearly meat supply in pounds as follows:

Beef	448,092,133
Veal	115,911,118
Lamb, mutton and goat	135,499,333
Pork	231,639,803
Total fresh meat	931,142,387
Total meat provisions	343,387,813
Total all meat stuffs, lbs.	1,274,530,200

MEAT CONSUMPTION LARGE

"An astonishingly large percentage of the fresh meat consumed here," says the report, "comes in as live stock and is slaughtered either in Manhattan or in New Jersey. Of the total receipts of meat in the district for 1920, 1,056,719,349 pounds, only 327,433,753 pounds arrived dressed. The balance arrived on the hoof and totaled 5,091,964 head of cattle, calves, hogs, sheep and goats.

"The two principal stock yards of the district are in Jersey City and at Sixtieth Street and Hudson River in Manhattan.

"Almost all of the fresh meat arriving in the New York district is consumed here, there being very few outbound shipments.

"The amount of meat held in storage in the port district is very small in comparison with the daily consumption. There are only slight seasonal fluctuations of amounts in storage. During the Winter months, there was only from 4 to 6 days' supply in storage and during the Summer there was only from 6 to 8 days' supply in storage."

According to the report, nearly one-fourth of the 158,327,512 pounds of butter consumed during the year 1920 came from Minnesota. Other sources of butter supply in the order of the quantity furnished were Illinois, Iowa, Nebraska, Ohio, Wisconsin, New York, Indiana, Michigan, Canada and Denmark.

New York State supplied the greatest amount of the 36,467,875 pounds of cheese consumed in New York, in addition to the pounds passing through for export.

VEGETABLES SUPPLY

One-fourth of the potato supply came rom Long Island and a little less than one-fifth from Virginia. The following were the approximate receipts in vegetables in pounds during 1920:

Potatoes	733,666,000
Onions	107,106,300
Potatoes (sweet)	69,804,000
Spinach	60,631,000
Tomatoes	59,541,825
Cabbage	55,991,250
Lettuce	53,123,200
Peppers	42,072,255
Beans	36,769,063
Carrots	27,782,602
Celery	18,489,975
Peas	18,327,026
Other vegetables	202,207,445
Total	1,485,502,041

Fruits received during a year amount approximately to 1,866,589,626 pounds, or 72,969 carloads. "Oranges are consumed in the largest quantities," the report says, "apples second and grapes third."

Other year's receipts of fruits were apples 350,973,000 pounds, grapes 136,363,500 pounds, cantaloupes 80,595,990 pounds, peaches 9,111,375 pounds, pears 56,950,000 pounds, strawberries 25,002,000 pounds, cherries 9,313,960 pounds, grapefruit 65,520,000 pounds, pineapples 13,520,000 pounds, watermelons 69,810,000 pounds and plums 6,350,240 pounds.

MILLIONS OF EGGS A DAY

Eggs, of which 156,791,869 dozen were received in 1920, an average daily consumption of 429,567 dozen or 5,254,804 eggs, are said by the report to come from more different States than any other one food commodity.

In 1920, 156,399,000 pounds of live poultry and 101,293,333 pounds of dressed poultry were received. The wholesale trade estimates of receipts of fresh and frozen fish for 1921 were 200,000,000 pounds and of preserved fish 43,500,000 pounds. "Contrary to the usual impression," the report adds, "New York does not get a large part of its fish supply from near-by waters."

In discussing the length of time the city could exist with railroad transportation suspended, the report says it would seem to be impossible to keep up the milk supply, and adds that a cessation of railroad facilities would undoubtedly cut off the bulk of the supply of live stock and live poultry, but that fruits, vegetables and farm products might be hauled in by motor trucks. The flour, grains, canned goods, eggs, butter and meats in storage would be a great protection against any temporary emergency, the report adds, and a supply of fresh fish could be had by water from all points on the Atlantic coast.

Bruce Hopper Takes Us Through "China's Back Door"

(Continued from Page 9)

jade room to interest us in jewellery we fled.

WHERE KOHN IS KING

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A Chinese lieutenant of the Kohn establishment hired a caravan for us, nine dollars per mule to go the seven days to Tengyueh. The slow process of bargaining made us weary, and we agreed to anything, which was our first big mistake in dealing with mafoos. The chief mafoo filled us with terror. He was a Panthay Chinese, which is Moslem, and he was hard. We named him Genghiz Khan.

A cook was not to be had at any price, so we compromised with a "boy," who happened to be a Moslem 55 years old, from Delhi. He knew small English, no verbs, but some Burmese. Genghiz Khan knew Yunnanese, and some Burmese. Hence our line of communication through the "boy," whom we christened George, to the mafoos, to the mules.

When ready to leave Bhamo we met a botanist, bound for the upper Salween. He asked us what we wanted to do, and we said "sail the great Yangtsze through the upper reaches." Then he asked if we had a map, and we said no. He asked if we had a compass, and we said no again. Then he laughed that supercilious laugh peculiar to great explorers.

The day after our arrival in Bhamo, when the sun was blazing its hottest, our caravan started. We passed the white pagoda on the left. Behind us were the tinkling bells of melodious Burma. Ahead was the cadence of the caravan, the saga of the caravan, the siren music of the unknown. And the long trail led to the Yangtsze, down its rushing rapids, and far beyond to the Ya and the Min.

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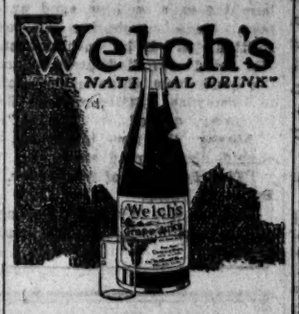

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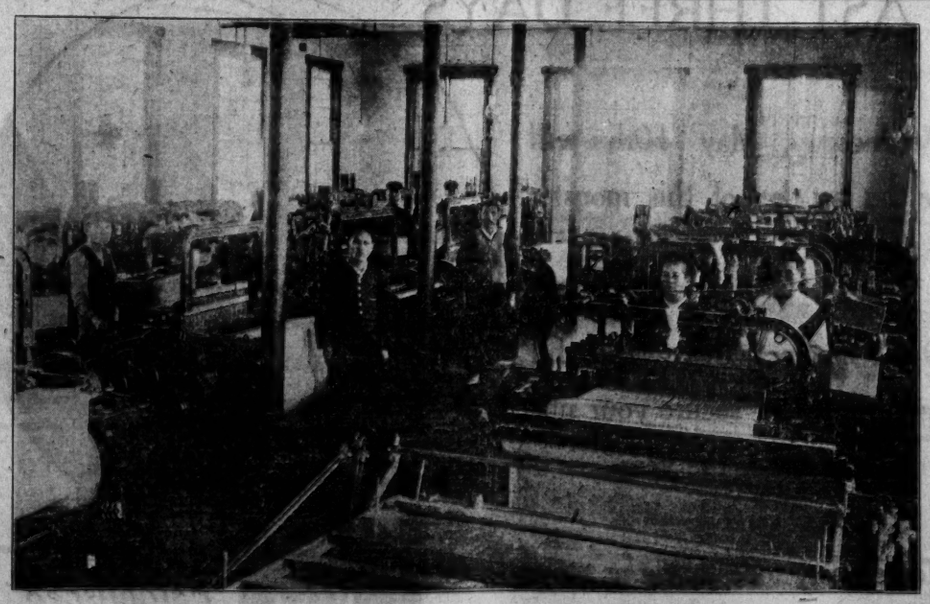

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A Literary Letter

Sinclair Lewis And A. S. M. Hutchinson Meet At London Dinner

London.—At a recent literary, public dinner, in London, it was noticed that the eyes of groups of guests became directed, again and again, toward a certain corner of the room. One group would look; the word would be passed along; then another group would look, and so on. My neighbor, who was a stranger, noticed these interested glances, and asked me what they meant. I replied: "Well, it's rather curious, but over in that corner are the two young men novelists who have made the greatest success in America in recent times. The lady sitting between them has brought them as her guests. They are Sinclair Lewis, author of 'Main Street,' and A. S. M. Hutchinson, author of 'If Winter Comes.'" "How very interesting," remarked my neighbor. "See, they are engaged in conversation! I wonder what they are talking about."

Later in the evening I asked Sinclair Lewis to introduce me to A. S. M. Hutchinson. It was an interesting encounter. I, an author of small circulations, talking to two youngish men with enormous circulations. I asked them in turn, privately, if they were able to use the word million, or a moiety of it, in regard to the circulation of their books, and from the lips of each I learned that each had passed the quarter-million mark. I noted that, when they used the word "million," they uttered it with reverential precision. Mr. Hutchinson has sent many to Shelley, attracted by the magic of the line from which he takes his title,

O Wind,
If Winter comes, can Spring be far behind?

And, while I was discussing circulations and literary art with these two novelists, Belinda had been having an intellectual flirtation with a Japanese poet. She had interested him by saying that, as a child, she had learned a little poem about a Japanese who found that a morning glory had clambered round his water-bucket, and that, as he did not like to destroy it, he had gone next door for water. When she recalled this to the Japanese poet, he said, "O, but that is one of our most famous classics." He wrote it down on her menu. Here it is:

O dear little Morning Glory,
You have clambered to my water-bucket
With your blossom,
How can I tear you from my well?
I would rather go next door,
To beg for water.

The next night another Japanese poet, Mr. Takahito Iwai, told the members of the Poetry Society how important a part poems play in the national education of Japan. He said that, at the New Year festival, anyone may present an original Japanese poem on a subject announced by the Emperor beforehand. The few selected as worthy, about five in every million poems presented, are read at the special celebration of poetry, in the presence of the Royal Family and Ministers.

Everyone has heard of the threat made by Englishmen of substance, when they meet an injustice, that they will write to The Times about it. I, myself, heard, the other day, an irascible old gentleman in a tramcar say he would write to The Times because he had been charged, as he thought, a halfpenny more than the legal fare. But The Times is the recipient of major matters as well as of minor grievances. The other day the Lord Chancellor contributed a column article to The Times on that very gallant gentleman, and flying man, Group-Captain Jack Scott. Here is a passage from this fine article that bears on literature:

"I know of no character in history or fiction of whom he more constantly reminded me than of 'Valiant,' in 'Pilgrim's Progress,' walking into the dark river. And like Valiant he, too, during four years of cool and indistinguishable daring, might have asked, and with the same contempt, 'O Death, where is thy sting? O Grave, where is thy victory?'"

Next day another of these major communications appeared in The Times, a kind of lay sermon by Frederic Harrison; and to show how eager the world is for such simple, larger hope statements, I may remark that I saw two people in a hotel where I was staying, after handing round this letter to their friends to read, cut it out for preservation. Here is a passage: "I come, then, to this. Nothing can help us, nothing can save us, but a higher moral sense, a national creed of loyalty, discipline, unselfish devotion to duty—in a word, a more efficient religion. We want a League of Humanity—not a League of Nations."

The book of the week has been "The Stage Life of Mrs. Stirling." She was the great actress, and great lady of whom Mr. Gladstone in 1884, while lunching with Miss Mary Anderson, said to her (it was during the run of "Romeo and Juliet" at the Lyceum), "You'll be seeing Fanny Stirling tonight. Please tell her from me—she was my first love. No harm to tell her so now." Mrs. Stirling was not my first stage love. That was reserved for Miss Ellen Terry. And it was curious that the only time I ever saw Mrs. Stirling was when she played the Nurse to Ellen Terry's Juliet, at the Lyceum in 1882, and I can remember to this day the extraordinary virility of Mrs. Stirling as the Nurse and the extraordinary charm of Ellen Terry as Juliet, and the extraordinary badness, yet so fascinating, of Henry Irving as Romeo. Of Mrs. Stirling's Nurse, it has been said that it was the ultimate triumph of effortless and assured calm. She passed from feebly boisterous hilarity to little gusts of virile pettishness with a familiar certainty and ease.

Mr. Horace B. Liveright, who is described as "America's youngest publisher," is visiting London and has been interviewed by The Daily News. "We have three times your population," he said, "and yet for every good writer we have you produce at least three." That may be so, but it must also be remembered that England has been at the business rather longer than America, and that tradition and training do count. Among the English writers that Mr. Liveright considers should be better known in America are Rose Macauley, John Cournos, the Sitwells and Aldous Huxley. Of American authors who should be better known in England he named Theodore Dreiser, Waldo Frank, Sinclair Lewis, Evelyn Scott and Edna St. Vincent Millay. Mr. Liveright purposes starting an American publishing firm in London.

I have to report that I have at last seen a movie that gave me unalloyed pleasure. It was "Disraeli," "starring George Arliss." Mr. Arliss, who is an Englishman, very successful as an actor in America, is rather short of stature for Disraeli, but his precise, intimate and sympathetic manner of acting gave me an uncanny realisation of the character of Disraeli. The movie, which is founded on the drama, deals entirely with one episode in Dizzy's career—the purchase of the Suez Canal shares for the government. The melodrama is quite good, but what remains in my memory is the acting of George Arliss, who wanders through the scenes like a wraith, and when he is on the stage no one else seems to be there. It will be curious to see how a London audience takes his acting in William Archer's "The Green Goddess," which is due in London soon.

Edwin Drew, who is described as the last of the few members of the London Dickensian Society, has received several paragraphs from the press. Latterly, I believe, his chief business was conducting parties of admirers to Dickensian scenes in London. He was also known as a lightning rhymster, with the record of 75 couplets at one public gathering. His rhyme on St. Paul ran thus:

A marvellous building, the glory of men,
The most beautiful nest ever built by a Wren.

He was a kindly, very ambitious little man, without any particular literary gift, and I should not have mentioned him had we not met many, many years ago at a Bohemian gathering. I greatly pleased him by telling him that I was familiar with his name. "It's more important than you think," he replied. "Dickens took the title of his last novel, 'Edwin Drood,' from my name." This is the only piece of first-hand Dickensian lore that I have ever contributed to the world.

The English Language Club is now the publisher of English, a monthly journal—"For lovers of the English language at home and abroad." There are some excellent articles in it. One is by Dr. Jayne Weston on "The Writing of English." He quotes a charming, wandering passage by Lawrence Sterne, showing the beginninner how not to form his style; he then quotes the following passage from Macaulay, to show how a style may be formed:

To Straight Statements I have added:

"The characteristic peculiarity of Johnson's intellect was the union of great powers with low prejudices. If we judged of him by the best parts of his mind, we should place him almost as high as he was placed by the idolatry of Boswell; if by the worst parts of his mind, we should place him even below Boswell himself. When he was not under the influence of some strange scruple, or some domineering passion, which prevented him from boldly and fairly investigating a subject, he was a wary and acute reasoner, a little too much inclined to skepticism, and a little too fond of paradox. No man was less likely to be imposed upon by fallacies in argument or by exaggerated statement of fact. But if, while he was beating down sophisms and exposing false testimony, some childish prejudices, such as would excite laughter in a well-managed nursery, came across him, he was smitten as if by enchantment. His mind dwindled away under the spell from gigantic elevation to dwarfish littleness." (By Macaulay, quoted in "English.")

Among the new books that I should like to read are:

"The Legends of Smokeover." By L. P. Jacks.

Because this is a satire by one of our most finished ironists, and should be full of high spirits and good reading.

"Readers and Writers (1917 to 1921)" By A. R. Orage.

Because Mr. A. R. Orage is editor of the New Age, and has a fearless mind and a pointed pen.

"Alarums and Excursions." By James Agate.

Because Mr. Agate is one of the newer essayists, readable but biting rather than genial.

Q. R.

The Origin Of The Umbrella

The recent bicentenary celebration of the introduction of umbrellas into England served as a reminder not only of the fact that the umbrella was not of English origin—though its universal use there is proverbial—but also of its extreme antiquity.

In "The Birds," a play written in 414 B. C., during the siege of Syracuse by Alcibiades and Nisias, in which the Athenians' fondness for litigation and their flighty character are ridiculed, Aristophanes reveals the true inventor of the "ombrella," or sunshade, and, therefore, of the umbrella, its enlargement. The inventor was no other than Prometheus. He invented the ombrella, to conceal himself from Jupiter, his enemy, and he said of it: "I shall look like a canephore" (basket bearer, one of the Athenian maidens selected to carry the baskets of sacred utensils in the procession of Demeter, Bacchus and Athene).

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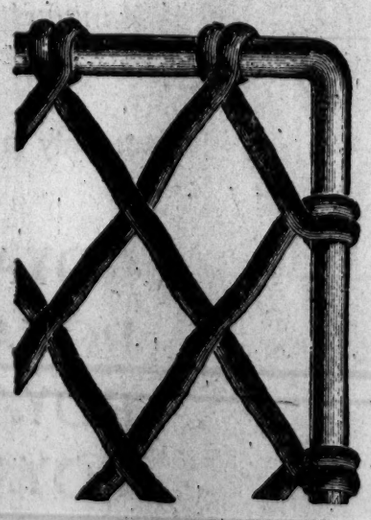
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Red Dusk And The Morrow: A Secret Service Man In Russia

A review of the adventures and investigations of Sir Paul Dukes in Russia, "Red Dusk and The Morrow," published by Doubleday, Page and Company of New York.

The one-time land of the Czars is now generally known by the name of "Soviet Russia." No other descriptive appellation is so often used with reference to the regime under which it is now staggering through its Gethsemane, because that term is supposed to identify its form of Government. But, according to Sir Paul Dukes, although he himself frequently uses it as being the one that is usually accepted, the present Government of Russia is no more a soviet government than was that of the Czar. As between "Soviet" and "Bolshevism," he says, notwithstanding the indissoluble connection, the Bolsheviki have been at such pains to persuade the world exists, "there is absolutely no essential association whatever and the connection that exists in the popular mind in this and other countries is a totally fallacious one." "Bolshevism," he declares, "is in reality the complete negation of the soviet system." That system, he says, exists on paper, but is completely nullified in practice, and he thinks that one of the hopeful possibilities of achieving the downfall of communism and the release of the Russian people from its tyrannies might lie in an effort to restore the soviets and set them at some form of work.

This misapprehension of realities and consequent misuse of words concerning Russia, the author insists, extends to many other terms and befogs understanding in all other countries. "The phenomenon of Red Russia," he says, "is a supreme example of the triumph over reason of the shibboleth, the slogan and the political catchword. . . . Clearness of vision and understanding will never be restored until precision in terminology is again reestablished, and that will take years and years." He has spent ten years or more in Russia; he was there practically all the time during the four years of the war and the revolution and for two or three years after the end of the war, and since the rise of the Bolshevist regime he has been "impressed beyond all else," he says, by "the discrepancy between the actualities of Bolshevist Russia and the terminology employed by the Red leaders." The extreme opponents of Bolshevism in Russia, he declares, sin against the truth almost as much as the Bolsheviki themselves in this respect and he attributes to the distortion of words practiced by both classes the existence of "that oddest of anomalies," the "parlor Bolshevik."

The volume, which is at once one of the most entertaining, most informing and illuminating of all the many books that have been written during the last four years about Russia, has two phases, very unlike but closely related. The author, after some years spent in Russia as student and teacher, and then as member of the Anglo-Russian Commission in the service of the British Foreign Service, was made Chief of the British Secret Intelligence Service in that unhappy land and charged with the mission of investigating the attitude and feeling of Russians of all classes, but especially of the common people, toward the Government of Lenin and Trotzky. For many months during 1918 and 1919 he pursued his investigations in various parts of Russia, being sometimes a soldier in the Red Army, sometimes a workman in a factory, sometimes roaming about, sometimes chancing events and daring fate in various ways in Petrograd or Moscow or elsewhere. The major part of the book is taken up with a narrative of some of the adventures he enjoyed in the course of this experience, and it makes the kind of reading that holds the reader on the edge of his chair, with his eyes glued to the page, for hours on end. The author does it very well, indeed, for he has the knack of telling a story, a keen feeling for a good situation and a sense of drama, as well as an interesting style, and, consequently, his account of his "adventures and investigations"—to quote his subtitle—is as thrilling as a piece of romantic and adventurous fiction.

One gets glimpses of incessant intrigue and counter-intrigue weaving meshes back and forth across the Finnish border and reaching long arms down into Russia; of constant smuggling of goods of various sorts into Russia, that packed the trains with people carrying contraband; of the misery making necessary the big markets where went on the forbidden private selling and buying and of scenes when one of these was raided by the police; of life in the army and in peasant cottages, in comfortable apartments in the cities, in railroad trains so crowded that even subway trains in New York at the rush hour offer no comparison. Sir Paul says that he has selected episodes from his experiences and, camouflaging names and places in order to conceal from the Bolshevist authorities the identities of people still living in Russia, has woven these into a connected narrative. Some of his most perilous undertakings were his efforts to aid certain English people to escape from the land of Bolshevism. This affair and his own necessity to get his reports secretly out of Russia to the British Government caused several journeys to Helsingfors and each of these had to be made in the greatest secrecy, each time under a different disguise and by different methods, and all of them fairly reeking with peril and thrilling with excitement.

He introduces us to a varied lot of people. There is Zorinsky, who lives in luxurious comfort, who is evidently a dangerous person, but whom the author uses to serve his own purposes although Zorinsky manages in the course of things to extract much money from him. There is Stepanovna, the faithful, in whose little flat the author finds a safe hiding place. There is Melnikoff, true friend, who is ready to undertake any daring enterprise, who finally loses his life in consequence. There is Uncle Egor, prosperous peasant, suspicious and brusque at first, but eager to offer aid and security as soon as he understands that his guest is in danger from the Government. In these and in many others Sir Paul enlists the reader's keen interest.

Perhaps the most outstanding impression one gets from the author's account of his roaming about among all manner of people is that of a deep and widespread, an almost universal, fear and hatred of the Bolshevist Government. Nowhere, not even in the Red Army itself, does the Communist rule seem to have inspired loyalty, respect, affection. Sir Paul Dukes's long residence in Russia and the intercourse with all sorts of people that his mission made possible render his conclusions the subject of the relations between people and Government the most thoroughly informed of all those who have sought to investigate the subject. And he says:

If I were asked what feature of the Communist regime I regarded as, above all, the most conspicuous, the most impressive and the most significant, I should say, without hesitation, the vast spiritual gulf separating the Communist party from the Russian people. I use the word "spiritual" not in the sense of "religious." The Russian equivalent, "duhovny," is more comprehensive, including the psychological, and everything relating to inner, contemplative life, and ideals. . . . Emotionalism is the strongest trait of the Russian character and it manifests itself most often, especially in the peasantry, in religion. The calculated efforts of the Bolsheviki to suppress religion were shattered on the rocks of popular belief. . . . The people flock to church more than ever they did before, and this applies not only to the peasants and factory hands but also to the bourgeoisie, who it was thought were growing indifferent to religion. I will not venture to predict what precisely may be the outcome of the religious revival which undoubtedly is slowly developing, but will content myself with quoting the words of a Moscow workman, just arrived from the Red capital, whom I met in the Northern Ukraine in November, 1920. "There is only one man in the whole of Russia," said this workman, "whom the Bolsheviki fear from the bottom of their hearts, and that is Tihon, the Patriarch of the Russian Church."

To rescue Russia from the gulf into which it has been pushed by the Bolshevist rule, Sir Paul thinks it will be necessary for other nations to give a helping hand. A year ago, he says in a chapter written last Summer, it would have been a secondary matter whether that intervention should have been economic or humanitarian, because "the Bolshevist organisation, being based almost entirely on abnormalities, it needed but the establishment of any organisation on normal lines for the latter ultimately to supersede the former." But now it has become primarily a great, complex and urgent humanitarian problem whose successful solution is dubious, at least for many years. He is quite sure that the Third International will seek to exploit to its own political advantage the magnanimity of other countries, but he does not believe it can ever do much harm. "Our fear of it," he declares, "is largely of our own creation," and he adds contemptuously, "To kill it, let it talk."

The chapters in which Sir Paul discusses the present-day conditions of Russia are very rich in exactly the kind of unbiased information that American readers have long been wishing for. He makes clear the reasons why every counter-revolution has succeeded up to a certain point and has then collapsed. He explains how the Red Army, in which he was a soldier for some months, is recruited, capably officered and trained. And he constantly reveals his conviction that, whatever happens in Russia, her people will never relapse into the state out of which, with such appalling sorrows, they have lifted themselves. The conviction is universal in Russia, he says, that the Red is a merely passing phenomenon and that it has been tolerated because of the belief that it was to be feared less than White reaction with the Allies behind it. Throughout Russia there are many of these forward-looking people ostensibly working with the Bolshevist Government for one reason or another, but disbelieving in and biding their time. The author appears to think that in probable disagreements between Lenin and Trotzky, whose characters are incompatible, there may be an opening for this huge but unorganised and suppressed opposition Trotzky, he says, has insatiable ambition, is much more uncompromising and fiery than Lenin, and has been temporarily appeared by giving him "a dominant role in the promotion of the world revolution while Lenin controls domestic affairs."

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Weather

Weather overcast and damp, possibly with local thunder showers in our valley Light breezes with numerous calms and fog in several places along the coast.

Today's Church Services

Holy Trinity Cathedral.—Third Sunday after Easter. Holy Communion at 8 a.m. Matins and Sermon at 10:30 a.m. Psalms 123, 124, 125; Lessons, Isaiah lvii, 15-end, Mark v, 21-end. Anthem: "Yea, Though I Walk"—Sullivan. Hymns 37, 308, 306. Preacher—Dr. H. T. Hodgkin. Holy Communion at 11:30 a.m. Children's Service and Sunday School at 3 p.m. Evensong and Sermon at 6 p.m. Psalm 80. Lessons Isaiah lix. Rev. ii, 1-17. Canticles Arnold in A. Hymns 342, 529, 217, 477. Preacher, Rev. G. G. Warren.

Union Church, Shanghai.—At 11 a.m., Preacher Mr. Fletcher S. Brockman. Chant 11, Anthem: "From Thy Love as a Father"—(Gounod), Mrs. Vanderburgh and Choir. Hymns, 38, 753, 580. At 12, noon, Communion Service; Hymns 485, 302: At 3 p.m., Danish Lutheran Service. At 4:45 to 5:15 p.m., Organ Recital by Prof. Yasser. At 5:30 p.m., Special Union Service in the Lyceum Theater addressed by Dr. John R. Mott.

St. Joseph's Church.—Low Masses at 6, 7 and 8.15 a.m. At 10 o'clock, High Mass, no Sermon. At 4 p.m. Benediction. On week-days, Masses at 6 and 7:30 a.m.

Christian Science Society, Shanghai.—Masonic Hall, The Bund. Sunday Service at 11 a.m. Subject: "Adam and Fallen Man." Sunday School at 10 a.m. Testimony meeting Wednesday evening, 6 o'clock. Reading Room open daily except Sunday from 10:30 to 12:30 at No. 21, Nanking Road (Room 71).

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher: Rt. Rev. T. A. Scott, D.D.

All Saints' Church.—425, Rue Lafayette (Corner of Rue Chapsal). At 9:30 a.m., Holy Communion and Sermon. Preacher: Rev. L. B. Ridgely, S.T.D.

St. Andrew's Church, Broadway.—Matins, Holy Communion and Sermon at 10:30 a.m. Psalm 121; Lessons Isaiah lvii, 15-end, Mark v, 21-end. Hymns 217, 193, 317, 172. Preacher, the Sub-Dean.

The Community Church.—9:30 a.m., Sunday Schools, Central school, in Union Church Hall, Western school, 147 Route Grouchy. 11 a.m., Public Worship in the Country Club. Subject: "The Man Jesus Sees." Dr. Luther Freeman will be the preacher. 5:30 p.m., Public Worship, in Lyceum Theater. This Service will be held in unison with the congregation of the Union Church. Dr. John R. Mott will be the speaker.

Shanghai Free Christian Church (Evangelical).—Corner of Range and Chapoo Roads. The service on Sunday next will be conducted as follows:—At 11 a.m. and 6 p.m. by Rev. Chas. R. Erdman, D.D., of Princeton University.

Canada And The War

Sir Philip Gibbs, Noted British Journalist, Tells How The Dominion Has Suffered

BY SIR PHILIP GIBBS

My recent trip through Canada left many vivid impressions of the life and problems of the great dominion, and as they have a bearing on the general world situation they may not be without interest to my readers.

It is important that my most definite impression of the things I have seen and heard in Canada is rather sad. It is impossible for an Englishman not to observe that this immense country with its small population of nine millions and its vast natural resources is still suffering severely from the consequences of a war into which it poured its manhood with supreme self-sacrifice.

The wounds of war are not yet healed in the soul of the people, or in the bodies of many of its finest men. Sitting one evening in the Vancouver Hotel where a crowd of people had assembled to listen to a concert, I was reminded by a lady at my side of the price of heroism paid by the Canadians. Most of the women there had lost a husband, a brother or a son.

SCATHED BY WORLD WAR

Hardly one among the middle-aged men had not lost a boy who had been the hope and promise of the years to come, and indeed as I listened to the music I saw a look in the faces of the company which I have seen so often in England since the war. It was a look of people who have not come unscathed through agonising years.

In the hospitals I met numbers of men who were still unhealed from their wounds which laid them low in days when I saw them carried back on stretchers across the fields of the Somme, the bogs of Flanders, the upheved Ridge of Vimy, the ruined suburbs of Lens. With immense patience they are still keeping cheerful, as in the old casualty station in time of war. The same nurses were with them, teaching them knitting and needlework and basket making.

In other places I met veterans of the great war and was made one of them by membership and a little gold badge, and in a workshop of Vancouver I found a company of craftsmen, all crippled, making furniture and doing cabinet work with admirable industry and skill on a business basis which had no element of charity except that they were subsidised in a way that made up the differences between the hours of work possible to men not quite up to the strength of the physically fit.

DEVELOPMENT ARRESTED

Canada is looking after her ex-service men and her mutilated men with fair reward, and they have not much cause for grievance. I believe, though, there are still hard cases among them as in every country after the wreckage of war. But Canada herself has not recovered from all that loss of life and limb. It arrested her development just at the time when she was beginning to build for the future with confidence in the promise of the future, and it seem to me now that her cities like Victoria and Vancouver, Calgary and Edmonton, and Winnipeg, with their superb hotels, their great banks and commercial buildings, are in advance of the needs and prosperity of their present population.

They are still waiting for the fulfillment of the promise. The rapid development they expected, the intensive industry, the growing population, were arrested by the exhaustion of war service and remain stagnant because of the general decay of world trade. The depression of trade in Canada at the present time is more serious than in the Western states of America, where it is serious enough for all branches of agriculture and industry because of the downfall of the foreign markets.

LACK NATIONAL LEADERSHIP

I have heard a great deal of political discussion, many accusations by prominent business men against the lack of national leadership in Canada, and although it is difficult for an outsider to form any judgment, I carry away the impression that there is not that cohesion in the life of the great Dominion which is essential for national amity and policy. The cities of the East seem widely separated in interest from the great prairies of the West. The French Canadians seem to belong to a different country as well as to a different race from the English and Scottish stock of the other provinces.

British Columbia is still inclined to regard itself as distinct from the rest of Canada, and as a far outpost of the Old Country, in sentiment, in tradition, in ways of speech and social habits. In the cities there are political and religious and racial differences jealously preserved between Orangemen and Catholic Irish, between Scots and Irish, and others Perhaps this lack of amity has been exaggerated by those who have discussed it with me. Perhaps the political antagonism between East and West is not much more than a political fiction and a party cry, although it is likely that the interests of Western agriculture are not of the first importance in the imagination of Eastern industrials.

What is more certain to my mind is that apart from and above these political divisions Canada is justly jealous of her dominion status within the empire, and sensitive of her national rights of full-grown manhood, which makes Canada watchful of any action in Great Britain which has the air of condescension, patronage, or undue influence in imperial decisions. It is the same instinct which makes her adopt an aloof and "distant" attitude towards the United States, determined at all costs to safeguard herself from being Americanised by peaceful penetration, or by economic agreements, or even by habits of speech and thought.

Yet that patriotism and natural consciousness is not in conflict with a deep seated, dominant loyalty to the British Empire, and a policy of unbroken and unbreakable friendship with the United States.

I am told that there are people in Canada who have "no use" for the imperial link and no loyalty at all to the Old Country. There are some, I am informed, who think that the price of loyalty is too high. I met one man who suggested that, but no more than one.

WARM REGARD FOR BRITONS

What has touched me most of all in Canada is the warm affection the whole-hearted admiration of the Canadian men who fought in the great war and all Canadian manhood, was that for their comrades in the British army. I have met hundreds of Canadian soldiers with whom once I trudged the old roads of war—the Albert-Bapaume road, the Arras-Lens road, the Mehin road and from Ypres and whom I met in many places when death was near.

One and all they had good words for "poor old Tommy," their British pal, and they were first to say that he had not been given his fair share of honor, because though he made up 64 percent of the British army, on all front, from first to last the censorship was hard against him, and his regiments were not mentioned when Canadians, Australians, New Zealanders and others received their full share of glory. At a great gathering of officers the general spoke this generous thought on behalf of all the others and said "Go back and tell the ex-service men in England that in the heart of Canada there is undying remembrance of the wonderous heroism of the British army, and that all Canadians take off their hats to Tommy Atkins for his unfailing courage, his long patience, his sense of humor when things were worst."

LOYAL TO OLD COUNTRY

It is certain, whatever else may be uncertain in the world, that the spirit of Canada is supremely loyal to the old allegiance. The greatest need of Canada is easy to see in the shortest visit, and is expressed unanimously by all Canadians when they are talking of their present state and their future hopes. They need an immense addition to their population. They want, above all things else, a great wave of immigration which will bring them men and women able to take their places as pioneers in the great prairie lands.

But they want the right stock. They are profoundly dissatisfied with the conduct and character of many immigrants who have flooded in from Central Europe, and who are the scum of other countries, unreliable, given to crime and not easy to assimilate. They want pioneers from the Old Country stock—English, Scottish, Irish, Welsh, and above all, those who are fitted by physique and character for the rough, hard, lonely life of the land. But I find one thought in the minds of Canadians which will prove a difficulty in the fulfillment of this hope.

CANADA WANTS IMMIGRANTS

They want the British government to organise and finance a great scheme of emigration from the Old Country. I think that is hardly to be done for certain obvious reasons. It is extremely difficult for the British government to say to great numbers of ex-service men, now unemployed, or looking out for better jobs, "We promised you great reward for your service in the war. We promised homes for our heroes' out of the fruits of victory, but now the best advice we can give you, and the best chance, is to clear out."

There is enough bitterness already in the hearts of these men. They are disappointed and dejected because of the unfulfilled promises made to them by British statesmen. It would stir up passion if the government were to organise a great scheme for sending them overseas. As I ventured to tell the Canadians, the offer must come from them. The suggestion must be made by them. It is their agents who must get busy in the Old Country.

SCHEME MUST BE SOUND

And above all, their scheme must be a sound one, guaranteeing that the ones who go over shall be put into good country, and helped over the first years of pioneer work so that they do not starve or freeze to death, or lack the implements of labor or shelter for their women.

There are men in England and Scotland today who are waiting for the chance of a pioneer life. Before the war many of them belonged to the "unfit" class of city slums, but in the war they were hardened and their physiques were improved up to good standard, and they suffered all hardships with a high courage. In Canada they would do well and help to build up a nation which has boundless resources and a splendid future, which no ill fate may avert, though a little patience is needed before the present depression pass into days of progress and renewed prosperity.

Can Industrial Unrest Be Eliminated?

BY DR. R. ESTCOURT

WITHIN the memory of those now living there has never been a period of such widespread discontent as exists at present. Every class believes, as a class, that its share of the proceeds of production and distribution should be larger and that the share of some other class is too large. Society is in a state of disorganisation and confusion. The main factors that have brought about this condition were present prior to the war, but the difference between one day and another, or one conditions and another, was then so light that some sort of adjustment was possible to modify the acuteness of the pressure in any particular direction. The war dislocated all the social machinery that existed for this purpose, at the same time accentuating the differences by causing a wide swing of the pendulum which made easily visible the alterations in its positions. One does not now have to compare the distribution through wages and prices that obtained long ago and today, but only between the wages of this year and last year. Previously one position was a matter of record and the other position a matter of experience. Now both positions come within the immediate experience of any individual. Previously, people found only slight variations between the days when they were young and the days when their children took their place, variations so slight as to provoke little more than academic interest. Those living today have had practical experience in a few years of variations far greater than the variations of a lifetime prior to the war. They are like people whose boat has suddenly floated out of a calm stream into a choppy sea.

The leisured classes find their incomes enormously encroached upon by increased taxation; the workers find that their remuneration will not cover the cost of living. Millions of them are without employment or regular income. On the other hand, while crops have been good, the producers are unable to dispose of them at remunerative prices because the would-be consumers are unable to buy. The most disconcerting phenomenon is that in those countries where the currency is being continually inflated there is less lack of employment, while unemployment increases as one approaches the areas of sounder finance until, in the United States, the lack of employment is greatest. A few days ago there was a sudden and unexplained rise in Austrian exchange, with the immediate result of an increase of unemployment in Vienna. It is to be regretted that individuals having an undue influence through access to the columns of newspapers of vast circulation have actually taken such a short-sighted view of this phenomenon as to suggest inflation as a remedy for our difficulties. The nations at present are in the position of contestants in a race the first half of which is rowed downstream and the second half upstream to the winning post. The winning post is normalcy, the downstream route is inflation and the upstream deflation. Some went with such speed downstream that they were carried far past the turning post. To suggest inflation as a remedy is equivalent to turning back downstream because greater speed can be made in that direction, quite regardless of the fact that the upstream journey must be made at some time and that every yard downstream has to be recovered by double effort. Closely allied with this attitude is the belief that some authority or group of leaders might set everything right if they so willed. Banks are specially urged in this direction, yet, while they are even more interested in prosperity than any one else, they have the least control over the situation.

The immediate cause of unrest is to be found in perpetual fluctuations in values. Wages and fixed incomes are today arranged on a certain basis; tomorrow prices change so much that the money buys less or more than anticipated. Each one then strives for some technical ground for amending the contract. If prices rise the workers become discontented and talk of striking; if prices fall there ensues a movement to reduce wages. Always the effort is to pull wages up or down to the standard of subsistence. Contrary, however, to what might be expected there is no extensive objection on either side to the recognition of a standard of living as a basis for the contract. A relatively small number of individuals advocate what they call the right of the worker to the whole product of his labor, but as yet these constitute a negligible proportion of the group.

The meaning of the last named demand is worth considering. It is frequently supposed to be an extreme development of what is known as socialism. As a matter of fact it is not a development of anything. It is an atavistic economic phenomenon, a throwback to the days that preceded western civilisation. The conditions that then existed still theoretically prevail over the greater part of Asia. They existed all over America, developing to perfection in Peru, prior to the Spanish conquest of the so-called New World. That early civilisation moved eastward round the

(Continued on Page 15)

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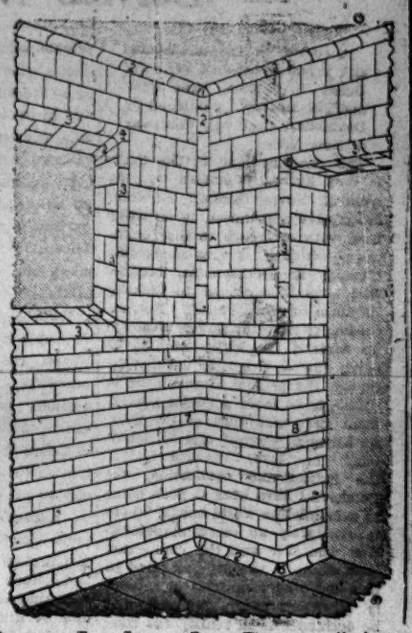

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2-24
TOM McNAMARA

Can Industrial Unrest Be Eliminated?

(Continued from Page 14)

world from the cradle of historic life in the neighborhood of Persia across Asia and the Pacific and all over America. Its beliefs have influenced western ideas to some extent, but the western migration that passed from Persia across Europe and on to this Continent with the Spanish conquest was a continuation of the Graeco-Roman civilisation which commenced between 1,000 B. C. and 700 B. C. Its inception cannot be definitely located in time, but its appearance is confirmed by its essential economic ingredient, the admission of private individual appropriation of land and natural resources. That characteristic has been persistently maintained, although it was considerably modified for the time being by the Christian Church and the Caliphate—both of Asiatic origin—in the direction of the older Asiatic ideals. This modification gained ground throughout the Middle Ages until the fifteenth century, when the economics of the Reformation and the discovery of much new land swept aside the Asiatic ideals and firmly riveted the Roman system on all civilisation that passed westward between Persia and the Pacific, which thus came to be called western civilisation, in contradistinction to the civilisation that accompanied the migration eastward, of which the essential principle was communal holding of land and natural resources, the worker being entitled to the whole result.

Western civilisation has gradually resulted in concentrating economic power in the hands of large corporations holding extensive franchises, and from this concentration socialists have deduced an evolution of an ultimate greater concentration in a corporation consisting of the whole State. This would involve complete control of the individual by the State in a permanent conscription of labor for military and industrial purposes. That would be the opposite extreme of the individualism of the ancient Asiatic system. The thinly-voiced demand occasionally heard here, claiming for the worker the whole product of his toil, regardless of the owners of the franchises, is therefore a throw back to the Asiatic system and far removed from the socialistic ideal, which would hand to the State the complete control of the franchises and make the worker entirely subservient to the general result.

Due comprehnsion of the position that arises out of these considerations is possible only through a clear grasp of the operation of economic rent. It is unfortunate that a word has not yet been coined more adequately expressing the concept of the economists, because rent is a term in common use otherwise and conveys to the lay mind a different idea. Far from what would be generally supposed, economic rent has no effect on the cost of production. The doctrine originated in what is known as the law of diminishing returns to agriculture under which there is a limit to the increase that can be achieved by the application of capital and labor to any selected area. After the attainment of that limit further intensity of application results in decreased returns per unit of capital and labor. This is equally apparent in urban undertakings where, notwithstanding the immense heights of skyscrapers, there is a limit beyond which it would be more remunerative to acquire fresh ground than to increase the height, just as when the limit of arable cultivation has been attained less fertile areas are taken in. We see the latter process peculiarly illustrated in the irrigation projects in this country under which absolutely barren desert soil is brought into profitable bearing. So soon as new and hitherto less fertile ground is cultivated the expenditure on it of labor and capital fixes the basis of outlay necessary for production. There must be either harder work or greater skill and ingenuity. Then, immediately, the higher grade land stands in a fresh position because the application to it of the same labor and ingenuity produces greater results per unit. The difference in value between these results constitutes economic rent. The term is a bad title for what is signified, but it has come to be so applied because the owner of that difference is enabled to sell its capitalised value, and the income which the purchaser derives from his investment is called rent. Thus we have the same term applied to an income and to a result of the law of diminishing returns, which is unfortunate and leads to much confused discussion as well as delay in bringing the general public to an easy comprehension of economic concepts. The difficulty is slightly avoided by prefixing the adjective economic to the word rent when used in the latter sense.

The capitalised value of the power to appropriate rent is "property" in its most adequate modern significance, and yet, in past days, the term was applied only to the direct fruits of labor. Today, apparently, there are two results of the application of labor and capital to raw material: the direct result, which is the product measured by that obtainable by the same expenditure on the least fertile land, land capable of affording no economic rent, and the indirect result, which is the value of the excess product from more fertile areas above the product obtainable from the least fertile land. Obviously something has entered into the operation in the second place that was not present in the first. If the whole product in the first case was to be the reward of labor and capital, then, it is contended, the reward should be the same in the second case. There would then remain an increasing amount of product that was not due to the expenditure of labor and capital. The value of this is economic rent. Its capitalisation is pure "property" in the most modern realisation of the term. It will thus be seen that economic rent does not enter into the cost of production and in no way affects that cost. It arises out of the distribution of the value of the product in excess of the value contributed by labor and capital. A practice has become widely prevalent of regarding as capital the capitalised value of economic rent. This is most misleading. The true allocation is on the one hand capital and labor, capital being merely a form of labor, and on the other hand economic rent, the capitalised value of which constitues "property" in its most modern acceptation. As economic rent absorbs everything in excess of what capital and labor can produce from the least fertile area, whether the crop be corn or apartment houses, and as the efficiency of capital and labor perpetually increases, it follows that every extension of cultivated area increases the economic rent of all other areas previously dealt with and capable of a higher productivity.

Under the older, or Asiatic system, economic rent was not differentiated in this way but was absorbed by the whole body of workers in the tribe. Thus, while individual members of a tribe would be a difference between tribal results, certain tribes being located on areas of greater productivity, resulting in a higher standard of living or a greater amount of leisure for the individual members of the favored group. The result of this was competition for the more fertile tracts where the workers could idly subsist on the whole product. In other words they consumed the economic rent as well as the product of their labor. Under such circumstances, instead of there being any unemployment there was always more than enough work to be done, the hours of activity being few. The whole product being consumed by the workers, nothing was left for the development of any art or science and there was practically no progress. At this point certain individuals superimposed themselves by force on the communes and demanded a contribution from the economic rent. The levy was roughly and unfairly made, but it had the desired result in its expenditure for State religion and State Government. The process marked the beginning of the State for, prior to some sort of super-appropriation of economic rent, there could have been no State. From that day progress commenced and people had to be more industrious or to devise means to make their work more efficient by capitalising a certain portion of labor in better tools and in machines. When later the Graeco-Roman system—subsequently embodied in the Roman Code of Law—began to operate, with its cardinal principle of individual appropriation of economic rent and the conversion of its capitalised value into what has come to be known as property, progress became very rapid through forcing into use varieties of previously neglected areas, for mining as well as agriculture. That this process was developing at the dates above referred to is easily deducible from the legislation of those times. In 516 B. C., we find Darius, the able ruler of Persia, at that date the foremost power in the world, enacting a scheme of taxation based purely on an assessment of economic rent carefully calculated, not according to its admitted amount but according to the potentiality of the area. By this means valuable idle areas were forced into use, and their owners had to move quickly or lose their hold on the property. Darius had perceived that to permit the growing system of private appropriation to break up the communes, to which rulers had previously looked for support, would presently leave the State without funds. He realised that it was not the actual land that was appropriated but

(Continued on Page 16)

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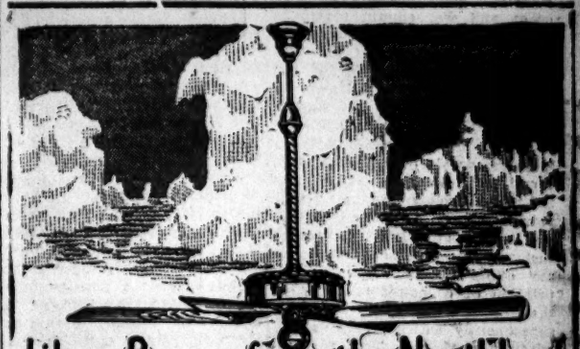

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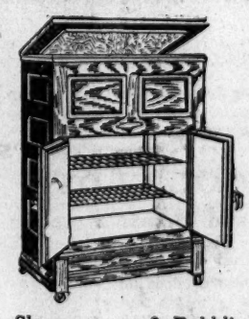

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Can Industrial Unrest Be Eliminated?

(Continued from Page 15)

the economic rent resulting from the increased efficiency of capital and labor, under the unwritten law of diminishing returns, and, therefore, determined to make economic rent, instead of area, the basis of taxation. The scheme was extremely successful for two hundred years. Then Alexander introduced the Roman system that relied on tribute levied on conquered races reduced to slavery, allowing the owners of economic rent to escape the charge on their franchises. Lycurgus, the Spartan legislator, and other Greeks had previously discovered that foreign tribute was insufficient for the purposes of the State and that the complete appropriation of economic rent by private individuals kept the treasury bare. Grecian economic history is but one long story of the attempts of able legislators to tax economic rent in the hands of its private appropriators in order to cope with the chronic industrial unrest and provide for the needs of the State.

Western economic civilisation is founded on competition between individuals in a race to create economic rent and to appropriate and capitalise it. The results are persistent pioneering and the development of ever-improving methods. Without the stimulus supplied by the permission individually to capitalise ecoonmic rent, progress would cease and we should revert to Asiatic conditions. Incidentally it should be noted that this progress actually results from the innate tendency to idleness in the vast majority of human beings whose supreme ambition is to be able to exist without working, except in so far as what they do is pleasure which may indirectly comtribute a useful result. As a consequence they are easily stimulated to exert themselpes unduly in a temporary effort to obtain an appropriation of economic rent out of the proceeds of which they can subsequently satisfy their desires without working. This psychological and economic basis of western civilisation strangely enough relies on precisely the same instinct that comes into play in the older system, where it produces such different results. In the older civilisation the laborer consumes the whole value of the product, except what is retained by his commune for the payment of taxes. He absorbs the slowly growing economic rent in decreasing effort. In the later western civilisation he aims not only to decrease his effort, but entirely to cease from working by appropriating some portion of the rapidly growing economic rent. That in the latter case the economic rent grows "rapidly" is due to the system; the psychology of the individual remains unchanged. In the former case the individual worker partially idles all the time; in the latter he works strenuously, during what he hopes will be only part of the time, in the expectation of being able to be completely idle subsequently. The average result in idleness might be about the same, but the national result is widely different. In both cases there must always be a vast majority that remains on the margin of subsistence, however, varying the standard of such subsistence may be. In the former case all but the ruling class remain on that margin; in the latter case a relatively small number are enabled to climb up into an economic position free from the need for personal exertion to supply their wants. The existence of this possibility in the latter case supplies the stimulus that brings about the wide difference in results. Obviously, the attainment of this end is impossible to the vast majority, otherwise the increasing economic rent necessary for the maintenance of the successful few would fail to appear. All bonding of commercial undertakings will, in its last analysis, be found to be a capitalisation of economic rent that has been developed by increased efficiency and extension of the area of operation, the taking in of territory previously unremunerative.

It thus becomes apparent that the perpetual creation and capitalisation of economic rent, whether in real estate or by bonding—for bonding of a commercial undertaking is economically the same as mortgaging real estate, and only economic rent can be mortgaged—must result in keeping the majority in a position of marginal subsistence In the process of rapidly developing a new country or area, the majority is apparently reduced, giving rise to the absurd hope that the necessity for its existence may entirely disappear, but, as the position crystallises, the demarcation becomes clearer with a tendency for the numbers of this majority relatively to increase. Although both systems are based on the psychological fact of the universal desire to be freed from the performance of what may well be described as "chores" in the largest acceptation of that term, the former system results in a placid non-progressive existence; the latter in a feverish highly progressive existence. We give our verdict in favor of the latter, judging by its results. Yet, while the latter creates property by the capitalisation of economic rent and regards any interference with the process as an interference with property rights, the former regards individual appropriation of economic rent as the very negation of property rights, the destruction of individualism. It is on this ground that the Russian communal agriculturalist is opposed to the capitalistic socialism of the present Russian Government, except in so far as he recognises in it a fresh superimposed oligarchy substituted for the monarchical oligarchies that, since the first inception of the State in the dawn of civilisation, have been superimposed on the Asiatic groups of workers. To him any form of western government capitalistic equally with socialistic, involves the appropriation of that economic rent that from time immemorial has accrued to the worker alone. He is willing to pay taxes as of old, but he desires to retain his right of free access to raw materials according to his needs and the complete appropriation by the worker of the results of labor on such material. The proper comprehension of this attitude would go far toward a more amicable understanding of the difficulties of Far Eastern Europe and Western Asia which at present are construed unintelligently in terms that quite inadequately represent the underlying concepts.

In both cases the cause of industrial unrest is the same; the majorities' inability to maintain a constant purchasing power for the currency they receive. Each group imagines that its system provides a position of greater independence for the individual, but the net result is that both would be satisfied with a comfortable standard of bare subsistence, provided that the agreed standard were maintained without variation. At bottom, the majority accept that position, being easily persuadable to consider it a good equivalent for the abandonment of the meager prospect of attaining to a position outside the ranks of the workers. The mass of the workers in this country apparently is quite as willing to acquiesce in our system of private appropriation of economic rent as are the Asiatic workers to acquiesce in the superimposition of an oligarchy that leaves them with most of what they were born to, depending for its immense revenue on minute contributions from vast populations. Contrary to the belief of many persons, the prevailing unrest is less due to any extensive discontent with the existing system than to the irritating cause of instability of income.

A comparison of the two systems might yield figures something like the following. They do not pretend to any statistical exactitude but aim only at proportion, to illustrate the difficulty. In the case of those working under the Asiatic system, regardless of the widely different unit of value, there might be 98 producers out of each hundred persons; in the Western World not more than 80. These figures of course include dependents. Thus in the former case there would be 2 persons living on the proceeds of taxation, against in the latter case, 20 living on economic rent. Assume for the earlier system a level of subsistence represented by the figure 23 and constantly maintained at that level, indicative of a stolid indifference and apparent contentment. Under the Western a higher level would be aimed at—and sometimes attained—which might be denoted by 30, although for half its time it might fall to 20, giving a mean of 25, indicative of constant unrest. While, however, in the former case there would be only 2 percent enjoying an average income represented by 10,000 in the latter case there would be 20 percent on the same average Thus the average income of the whole group in the former case would be 222 and in the latter 2,020, and the average income thus arrived at would probably pretty nearly indicate the difference in attainment of comfort.

If by some means the objective aimed at, represented by 30, could be maintained constantly, the difficulty of unrest would be practically solved through the acquiescense of an overwhelming number who are indifferent to other considerations, however adroitly agitated. The desirability of being able to maintain this constant level has been recognised very widely and been the subject of much speculation and numtrous suggestions, but the lessons afforded by a wide range of history have been neglected. What these are cannot be considered in the present article. We, however, have arrived at the conclusion that industrial unrest is an inevitable consequence of the fluctuations inseparable from our existing practices while they are unrestrained, but that the discontent is far less with the system than with the uncertainty of values due to too little noticed exigencies of that system in its too free application. If stability could be assured it is probable that most of the discontent would disappear.

Edgar Allan Poe Home In New York Being Restored

The Edgar Allan Poe cottage in New York is being restored, both inside and out, to its original appearance. The work has been entrusted to several members of the New York Historical Society, and as far as the interior changes are concerned is now complete. It is a simple matter to restore the furniture and decorations of another period. There is always the temptation, however, to over-elaborate the details, and produce a purely modern conception of the original.

The present work has been carried out with intelligent sympathy and in these simple rooms, which provided few of the comforts and none of the luxuries of life, Poe would doubtless have felt at home. The original appearance of the cottage has been destroyed by careless grading and grouping of the shrubbery. In transferring the building to its present position much of its charm was lost. The porch was originally on a level with the lawn, which gradually sloped away from it. In its new position the knoll was cut away, leaving the porch some four feet above the ground, to be reached by a flight of steps. The space between was covered with lattice and bordered incongruously with a cinder walk. Viewed from the south the cottage had an upstart look, and no longer seemed part of the landscape. In the restoration this knoll is being restored, covering the lattice work and the path.

The work of restoration has been greatly assisted by the discovery of a detailed description of the interior written by a visitor to the cottage in the early '50s. The principal articles of furniture are mentioned and even their exact positions. This record has made it possible to replace Poe's rocking chair at the left of the fireplace of the living room exactly where he occupied it. A grass mat occupied the center of the floor, leaving much bare space. The small table at the center of the room, the bookshelves, writing desk and other pieces, therefore, stand in their proper places.

The rocking chair before the fireplace in Poe's living room is the original. The bed with its cord mattress, on which Virginia Poe died, has also been restored. The rest of the furniture, while not original, is faithful to the period and preserves the appropriate atmosphere. The description of these rooms mentions the presence of the bird cages, for Poe was fond of birds, and today several canaries in old fashioned cages sing for the visitors as they did for the author of "The Raven."

The old bedstead originally stood in the attic, two of its posts having been cut away that it might be pushed back under the sloping roof to gain space. This simple piece of furniture vividly recalls the great tragedy of Poe's life. Virginia Poe occupied it in her last illness, and when it was found impossible to heat the attic she was brought downstairs to a tiny room off the living room, where she died. The bed stands today in the little room beside the narrow window with a single chair for furniture.

The rooms have heretofore been marred by several glaring anachronisms. The study was heated to a comfort unknown in Poe's day by conventional steam radiators. Several gas jets flared from shiny gilt fixtures. The radiators have been ingeniously covered by wooden cupboards, especially designed for the purpose, to conform to the general color scheme, and filled with china of the period. Even the hideous gas jets have been concealed by wooden brackets of sufficient age.

The original kitchen, which is small even by modern apartment house standards, has been no less carefully restored. The fireplace has been rebuilt with brick taken from old houses of the neighborhood. The holes burnt in the wooden floor before the fire have been left undisturbed. In the old fashioned stove, the china in the cupboards, the cooking utensils on the walls, there is not a single incongruous note.

Great care has been taken to discover the original color scheme of the walls and floors. It was found that since Poe's time the walls of the living room had been papered six times. After these layers had been removed, the original plaster was disclosed, colored to a peculiar greenish blue. The floors and woodwork had been repainted many times, but by scraping away the successive coats the original color was determined and reproduced. Even the cupboards have been carefully restored and re-furnished. Many relics of Poe have found their way back to this old home, and as time goes on the cottage will harbor an increasingly important collection.

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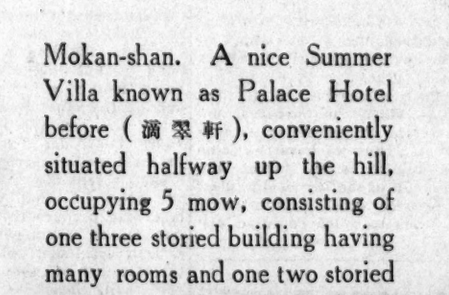

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U. S. Naval Men Alarmed By Drastic Reductions

BY QUARTERDECK

The navy is dangerously menaced—by politics, as usual. The situation is most alarming. If the people of the United States are interested in their navy—for, as Admiral Goodrich has well said, it belongs to them—it is time that they were informed of existing conditions. Moreover, they must act. They must do something. They must exert a restraining and steadying influence upon the individuals in Congress whose duty it is provide for an efficient navy by wise and well considered legislation. There must be economy, to be sure. The appropriations must be cut down to a safe minimum. But the navy must not be completely wrecked. It must be permitted to live.

The policy of the Navy Department at this time is perfectly reasonable. It recognises the need of economy. It asks for sufficient men to man the ships left to the United States by the conference—no more. The department has promised to place out of commission all ships except those that belong to the fighting line. In fact many destroyers, submarines and other fighting craft will be placed in reserve, with crews so small that they can with difficulty be saved from serious deterioration. And the department has suggested a large reduction in the number of midshipmen at the Naval Academy, the closing of certain shore stations and a general reduction all along the line in the "overhead" expenses of the navy. Further than this we cannot go without completely destroying the efficiency of the navy and rendering it helpless and unready for war for years to come.

AFTER THE CONFERENCE

Previous to the Washington conference there were two divergent views as to our naval policy. One faction fought for the completion of the 1916 program, with its quota of seventeen additional capital ships. It gave but a miserly support to air forces and submarines. With this faction the Navy Department and the general board were allied.

The other faction opposed the completion of all the capital ships, and recommended that the fleet be limited to about twenty dreadnoughts. It also suggested that airplane carriers and submarines be provided to give the United States a modern three-plane navy that would more surely and more economically meet the demands of future war on the sea.

The conference settled this discussion. It scrapped the 1916 program and virtually forced upon the Navy Department and the general board a surrender of their previous policy and compelled the adoption of the three-plane navy. Provision was made for converting battle cruisers to plane carriers. No restrictions were placed upon air forces, and our submarines remained as a legitimate force in a fleet for war purpose. The decrees of the conference, therefore, will secure immediate and future economies that Congress itself had never anticipated nor approved.

Why, then, should not Congress keep within the bounds of reason? The conference cut our navy in half—it did not abolish or wreck it. Why should Congress seek to reduce us to a third-rate naval power? Do the people approve of such a scuttling policy? Do they wish to see our flag disappear from the sea? Shall we haul it down?

POLITICS INTERVENES

The great navy of a great nation should not be the football of politics. But this condition threatens to rule Congressional action toward our navy today. It has been boldly proposed in the House, for instance, that money for the soldiers' bonus may be obtained by slashing the appropriations for the personnel of the army and navy. The reason for this astounding proposition, which has been voiced in the press, is perfectly plain. It is a case of votes at the next election. Stated with the "bluntness of a sailor," this is "the truth, the whole truth and nothing but the truth." There are few votes in the army and navy! There are many for the bonus and for other personal and political interests. The politician has everything to gain and nothing to lose by cutting the army and navy to the bone. When economy is under discussion the men of the army and navy are the "general receivers" of all cutting. Other departments of the government are comparatively safe. They are protected by—votes!

The bonus is not the only case in point just now. Consider the navy yards, shore stations and other items in the naval appropriation bill. The people must know perfectly well that these shore establishments exist, or should exist, only for the proper and efficient maintenance of the navy as a fighting force. The fleet is the navy. The fleet does not exist simply to keep up the navy yards. The navy is the part of the establishment that floats—and fights. And the fleet cannot float or fight without men. Lacking a personnel there is no navy. The fleet, unmanned, is as powerless as so many canal boats.

Notwithstanding these cold facts, what happens when the Navy Department proposes to economise by the closing of or the reduction of expenses at navy yards and shore stations and in other direction, thus saving money to keep the navy and its men ready for war? Does Congress accept? Not at all. Localities object. Labor objects. Votes object. The beach demands the money. The fighting navy gets the "leavings" if it gets anything.

NAVY CRIPPLED TODAY

The navy is crippled today. It is completely unprepared for war. The ships vouchsafed to us by the Washington conference are not fully manned; but, worse still, they cannot move or mobilise for evolutions and drill because Congress has failed to supply the necessary funds for fuel. It is safe to say that such a condition of things was never known before in our navy or in that of any other first class power. The joint maneuvers of the Atlantic and Pacific fleets, which are absolutely necessary to the proper instruction of officers and men, have been abandoned this year. The navy of the United States is virtually tied to the beach.

Despite the fact that the present fighting units of the fleet are sadly undermanned, it has been proposed in Congress to cut the navy from 90,000 to 60,000 men. This would be fatal. Such a policy not only ignores the present but neglects all consideration of the future.

Aside from the battleships and destroyers an increasing number of men and officers will be absolutely necessary for submarines and air forces. Even the layman knows that a submarine with untrained men is a death trap. Every man on board must be skilled. Constant training is imperative.

The same may be said of air forces. Training and experience are vital. Air power will dominate in future wars. Shall we make no preparation for it? The Bureau of Aviation is doing its duty by outlining a policy for the development of the naval air force. It is a conservative estimate that 20,000 men, ashore and afloat, will be needed for this branch of the navy in the near future. If we fail to provide this force we will never "command the air" and we will lose the next war.

THE MINIMUM FORCE

The Navy Department has stated that 90,000 men are needed to man the navy today. It is reported that the President places the minimum force at 80,000. This would be a compromise. It is hoped that Congress will accept the President's estimate.

The Navy Department and the navy at large have loyally accepted the decrees of the conference. But it is the duty of the department to keep the navy prepared for war. It must be remembered that the treaties have not yet been approved and signed by all the powers. Are we sure that they will be? Our own Senate has not yet ratified these treaties. "Little navy men" who will vote to kill these treaties will in the same breath vote to cut the navy to 60,000 men. They will vote against peace and against preparedness also! They will vote against a treaty that minimises the chances of war; they will vote in favor of the perpetuation of a condition that encourages war in the Pacific, and at the same time they would make our navy powerless for offense and defense. Is there no reason whatever in politics?

This is not the time to wreck the navy of the United States. The people own the navy. Do they wish to see it wrecked by "little navy men" who invite war by voting against the treaties?

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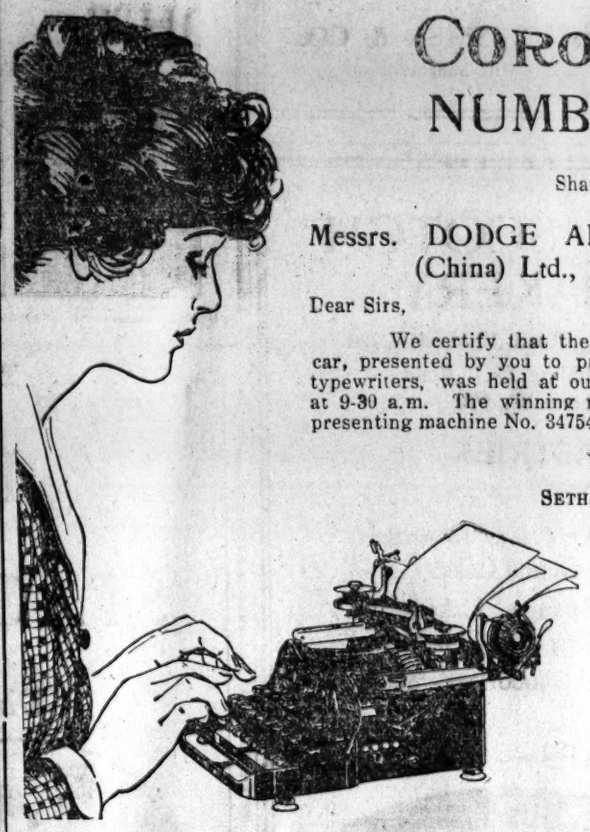

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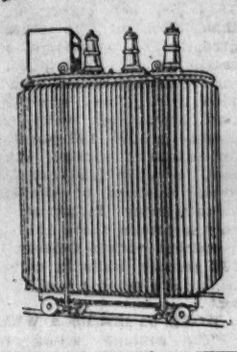

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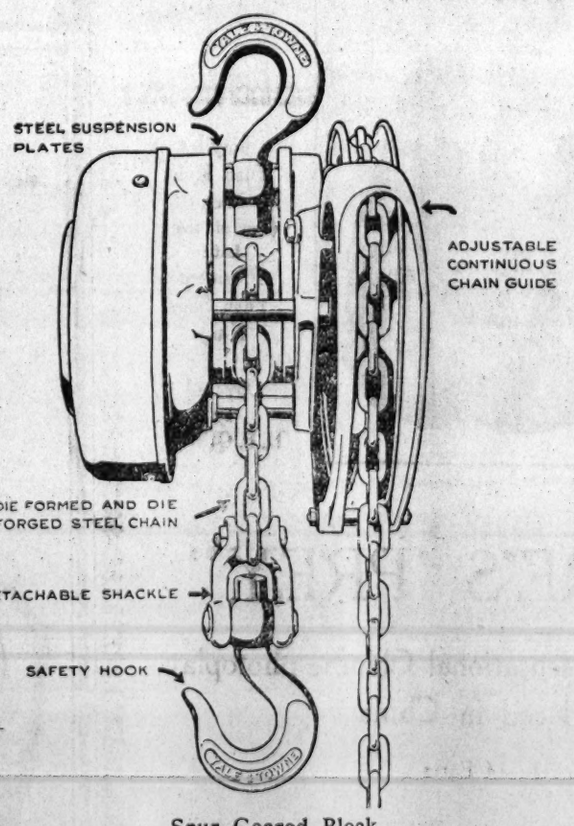

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Miners' Pay Has Risen Most, Statistics Show

The National Industrial Conference Board, 10 East Thirty-ninth Street, New York has made an investigation which it says shows that the actual earnings of workers in the anthracite industry under the present agreement are from 152 to 166 percent higher than before the war and have increased more than those of wage-earners in manufacturing industries and on the railroads. It was also found that the working hours and employment had remained fairly steady. The board has just announced the general results of its study of conditions in the industry.

"This investigation," it was said at the offices of the board recently, "is the most comprehensive study ever made of conditions in the anthracite industry. It covers fifty-five companies, with 94,514 wage earners, operating 179 collieries, of which the total production in 1920 was 64,548,923 tons, or about 91 percent of the entire production of the industry. The period covered is from the last half of June, 1914, to the last half of October, 1921, and the results show conditions as to earnings, hours of work and employment in a representative period under the agreement of 1912-1916, as compared with a representative period under that of 1920-1921, which expires March 31, and the renewal of which the operators and workers have just met to discuss. The investigation covered the same companies during the entire period. All classes of wage earners in the industry are included except clerks and executives, contract miners' helpers and workers who missed more than two days of the full working time in any semi-monthly period.

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"The investigation shows that the average hourly earnings of all wage earners were 27.8 cents in June, 1914, and rose to 72.8 cents in October, 1921, an increase of 162 percent. Excluding contract miners, who are paid on a different basis from ordinary workers and whose earnings tend to swell the average, this increase is from 22.8 cents to 59.9 cents, or 166 percent. The average actual earnings of all wage earners in the semi-monthly period in the last half of June, 1914, were $29.81, and rose to $75.18 in October, 1921, an increase of 152 percent. On this basis the weekly earnings of all wage earners rose from 113.76 in 1914 to $34.71 in October, 1921.

"During this period the average hours worked in a semi-monthly period for all wage earners declined from 107.4 to 103.5. Excluding contract miners, the decline was from 115.1 hours in 1914 to 111.9 hours in October, 1921. The total numbers of workers employed showed practically no change during the entire period. The number of breaker starts per colliery, which serves directly to indicate the amount of mine activity and therefore the opportunity for employment, were 11.6 in June, 1914, rose to 12.5 in June, 1921, and declined to 11.8 in October, 1921. In short, employment in the anthracite industry has been fairly regular throughout the entire period.

"Comparing changes in actual earnings with changes in cost of living during the period covered, the investigation shows that real hourly earnings of all wage earners in October, 1921, were 60 percent above those in June, 1914. Excluding contract miners, the increase was 62 percent during this period. Real weekly earnings in October, 1921, were 64 percent higher than those in June, 1914.

"A comparison of the average actual hourly earnings in the anthracite industry with those of wage earners in manufacturing and on railroads, as set forth in previous reports of the Conference Board, shows that while actual hourly earnings of anthracite workers were lower than those of industrial and railroad workers in 1914 they were higher in 1921 than those of the other two groups. The percentage of increase in actual hourly earnings for industrial workers from July, 1914, to July, 1921, was 113 percent; for railroad workers up to October 1, 1921, 131 percent, and for anthracite workers, 168 percent. By July, 1921, the average weekly earnings of workers in manufacturing industries were only 83 percent above 1914, those in railroad work in October, 1921, 102 percent, while in anthracite mining the increase was 152 percent.

WORK 51 HOURS A WEEK

"The average actual hours worked per week by wage earners in manufacturing industries in 1914 were 51.3 as compared with 44 hours in July, 1921; those in the railroad industry were 59.7 in 1914 as compared with 52.2 in October, 1921; while the average hours per week for all workers excluding contract miners in the anthracite industry were 53.1 in 1914 and 51.7 hours in October, 1921.

"A comparison between representative periods from July, 1914, to October, 1921, shows that while employment has increased 21 percent on the railroads, and declined 8 percent in manufacturing industries, it has remained at practically the same level in anthracite coal mining.

"Up to October, 1921, real hourly earnings in the anthracite industry have increased 60 percent as compared with an increase of 41 percent for railroad workers and of 32 percent for industrial workers up to July, 1921. Real weekly earnings in the anthracite industry have increased 54 percent as compared with 23 percent for railroad workers and 13 percent for workers in manufacturing industries generally.

"In these comparisons the figures for workers in manufacturing industries go down only to July, 1921. Later data would make the contrast even more striking because of the continued decline in wages in manufacturing industries, while wages of anthracite workers fixed under the 1920-22 agreement have remained constant.

"The disproportionate increase in wages in the anthracite industry as compared with changes in manufacturing wages and railroad wages, is shown particularly when the changes in earnings of common outside labor in the anthracite industry are compared with those of common labor on class I railroads and with those of common or unskilled labor in manufacturing industries. The increase in hourly earnings of common labor in manufacturing industries from July, 1914, to July, 1921, was 117 percent; from June, 1914, through October, 1921, those of railroad workers rose to 138 percent, and those of outside common labor in anthracite mining 89 percent. During these periods the increase in actual weekly earnings for common labor in manufacturing industries were 85 percent, for common labor on railroads, 99 percent, and for common outside labor in anthracite mining 189 percent.

REAL ADVANCE 77 PERCENT

"Comparing these changes with changes in the cost of living during these periods, the real hourly earnings of common labor in manufacturing increased 34 percent; on railroads, 45 percent; in anthracite mining, 77 percent. Real weekly earnings of common industrial labor increased 14 percent; common railroad labor, 22 percent, and common outside mining labor, 77 percent.

"The average hours worked per week declined 8.0 hours for common industrial labor, 9.6 hours for common railroad labor, while those of common outside anthracite mining labor increased .2 hour."

WOMEN'S WRONGS

They do not have a Fair Chance.

One of the greatest surgeons said that he never went to bed without feeling thankful for not having been born a woman. A woman's health handicaps her, almost always. She has pains and disabilities which do not afflict men. Nature does not give her a fair chance. Her blood is more thin and poor than a man's and she neglects the first beginnings of ill-health.

Many women who seemed destined to a life of frequent suffering have been freed entirely from the ailments of their sisters through the wonderful blood-making qualities of Dr. Williams' pink pills. Women make too light of their troubles. Many a housewife toils all day with a pain in her back and side, a burning headache, and a sense of having no spine left. So much depends upon her that she refuses, with courage that is often heroic, to give up. What a pity that women will not listen to their friends whom Dr. Williams' pink pills have saved from this misery. These pills ought to be taken in the first years of womanhood; they may make all the difference to the health of a lifetime. But whenever a woman suffers they will help her—in youth, middle-age, and after-life.

If you are not fit, Dr. Williams' pink pills will help you to health. Get a supply now from any dealer, or send $1.50 for one bottle, or $8 for six bottles, to the Dr. Williams' Midicine Co., 96 Szechuen Road, Shanghai.

ZEISS FIELDGLASSES

Latest styles of the famous
ZEISS GLASSES
Sold at moderate prices
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150 Bubbling Well Road,
Phone W. 970

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Christening, Birthday and Wedding Cakes to order.
Madeira, Plum and Almond Genoa Cake.
Two - and Three - layer Iced Sponge Cakes in Raspberry, Strawberry, Orange, Mocha and Chocolate.
Fresh made lot of Macaroons also Chocolates, plain and cream.

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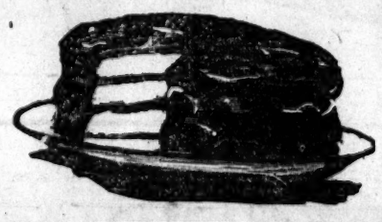
S. B. Doughnuts, Scones, Pancakes.
Everything with the distinctive S. B. Flavour
Light Tiffin and Teas at the Nanking Road Shop



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SPECIAL ATTRACTION
Miss OLGA RATOMSKAJA
Mezzo-soprano
FROM MOSCOW AND PETROGRAD.
MISS RATOMSKAJA
Will render classical and operatic Selections, in French, Russian and Italian
THE FAMOUS DANCERS
JAMES and NELLIE VALENSO
Miss Degar from the Russian Ballet of Petrograd
TO-NIGHT
And Every Night
23 Ave. Haig West 937
FRANK HYDE & JIM FOSTER
Proprietors

There is
REAL JAZZ
AT
ST. GEORGE'S CAFE
Bubbling Well Road
Dinner Dance Every Evening

Special Dinner Dance De-Luxe
Every Saturday
Tea Dansant
Every Sunday
4:30 p.m. to 7:30 p.m.
Phone (West 802 (West 2279
Book Your Table Early
YIH AH PAO, Proprietor
BOB AKEO, Manager

A First Special Chinese Attraction
Presented by The China Film Corporation

Story by Yuan Kuh Wen (Son of the Late President Yuan Shih Kai.)
Directed by H. F. QUINN

"VAMPIRE'S PREY"
The most perfect and sensational Chinese photoplay ever produced in China
6 Episodes—14 Parts
WILL BE SHOWN AT
OLYMPIC THEATRE
7 PARTS THE FIRST THREE EPISODES PARTS 7
Commencing: Wednesday May, 10th.
FOR A SEASON OF 5 NIGHTS
Booking at MOUTRIE & Co., Ltd.
Prices: Box Seat $3.00 Dress Circle $2.00 and Stall $1.00

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I perceive that you dine at the Trocadero"

FIRST CLASS TABLE d'HOTE MEALS AT REASONABLE CHARGES
SPECIAL MONTHLY RATE TO BOARDERS
Direct Supervision and Management of
J. A. RAYNES
Noted for the unvarying excellence of its Steaks, Chops, Mixed Grill, Sea Food, Poultry, etc.
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To England and The Continent
Traveling Time: 28 Days
LARGEST, FASTEST AND MOST LUXURIOUS STEAMERS ON THE PACIFIC:
Empress of Canada 22,500 tons Reg.
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Three Palatial Trans-continental Trains daily, through the world-famous scenic Canadian Pacific Rockies. Magnificent Hotels throughout Canada.
LARGEST STEAMERS BETWEEN CANADA AND ENROPE:—
Empress of Scotland 25,000 tons Reg.
Empress of France 18,500 tons Reg.
Also 27 other fine Atlantic steamers. Sailings almost every day.
Reduction
In Fare to Europe
Gold $620.50
First Class
At Current Rate Of Exchange Equivalent To £140
CANADIAN PACIFIC STEAMSHIPS, LTD.
Shanghai Office:
Passenger Dept.
PALACE HOTEL BLDS. Tel. Central 182
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Cable Address: GACANPAC.

On my way to increase my bank account—since using Pennsylvania Tyres and the free service given by

H. S. HONIGSBERG & CO., INC.
VULCANIZING REPAIRING

The China Press
大陸報

Firestone
Most Miles Per $
The Central Garage Co.

SHANGHAI, SUNDAY, MAY 7, 1922

Business and Official Notices

MUNICIPAL NOTIFICATION
No. 2986.

SILVER LOAN 1922.
FURTHER ISSUE OF DEBENTURES FOR
Tls. 1,000,000 AT PAR.
Rate of Interest 7 per cent, per annum.

UNDER the authority of Resolution V, passed at the Annual Meeting of Ratepayers on April 19, 1922, the Council hereby invites applications for debentures in the Silver Loan of 1922.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent. per annum, payable on June 30 and December 31 in each year.

The debentures will be issued at par, and will be redeemed under the operation of a Sinking Fund on December 31, 1952, but may be redeemed by the Council in whole or in part on December 31, 1932, or on any subsequent date, subject to the Council giving six calendar months' notice in the Municipal Gazette and the public press of Shanghai.

In the event of any partial redemption of the loan, the numbers of debentures to be redeemed will be decided by drawing.

The scrip will be issued in donominations of Tls. 5,000, Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants.

Application forms can be obtained from the Treasurer and Comptroller, Finance, Department, Administration Building, Hankow Road, to whom all enquiries should be addressed.

By order,
N. O. LIDDELL,
Secretary and Commissioner General.

Council Room,
Shanghai, May 1 1922.
48199

NOTICE

The Park-Union Foreign Banking Corporation has removed to No. 4, Ezra Road (Ezra Building) care of Asia Banking Corporation.
48336

Hankow and Ports

The Hoong On S.S. Co's Steamer "Teh-Hsing" Captain Chia, will leave from the Ningshao Wharf, Chinese Bund Nantao, on Tuesday the 9th May, at about 12 o'clock (midnight) (Cabins) fitted with electric fans.) Passage Money, Shanghai to Hankow, $40 single and $60 return. For Freight or Passage apply to office of the Company No. 1B Hankow Road, Telephones Freight 1520 and Passage 3283.
48380

FRESH BUTTER
"DAISY"
BRAND
and
"MEADOW"
BRAND
in one-lb. pats.

Fresh, Pure, and Delicious.

These brands of finest quality Fresh Butter are supplied daily to all leading Storekeepers.

OUTPORT ORDERS

Butter for outports (minimum 10 lbs.) is packed in pure machine made ice, free of charge. Orders may be sent to us direct.

Geddes & Co., Ltd.
5 Peking Road, Shanghai.
Tel. C. 346.

PROPOSAL
For the purchase of the U. S. S. POMPEY.

Sealed proposals will be received at the U. S. Naval Station Cavite, P. I., until 10 a.m. on the 12th day of June 1922, at which time and place they will be opened, for the purchase of the U. S. S. POMPEY.

GENERAL DESCRIPTION OF THE POMPEY

Built at Sunderland, England, in 1897, by S. P. Austin & Sons, Ltd. Structure: Material, steel, propulsion, screw; rig, schooner; tonnage 786 Suez Canal; mean draft 16' 10". Speed: 10.5 knots. Length over all: 245' 0". Length between perpendiculars: 234' 0". Breadth on load water line: 33' 6". Displacement: 3085 tons (estimated). Draft: Aft. full load: 15' 10". Bunker capacity: (42 c. ft. 1 ton) 205. Main engine: tripple expansion vertical. Boilers: 1 scotch marine: 4 furnace; 1 auxiliary vertical tubular boiler about 300 H.P. Electrically lighted throughout. Two (2) generators, capacity—about 40 K. W. Two (2) search lights.

Present condition: Excellent. Recently overhauled. Ready for immediate service and equipped with boats; radio outfit; spare propeller and tail shaft; outfit of blocks and lines; hawsers; ground tackle; cabin furniture; galley equipment ovens; refrigerators; navigational instruments; auxiliary machinery spare parts; canvas outfit; awnings; windsails; staysails; large assortment of hand tools, etc.

The sale will be for cash to the highest bidder, who must remove the vessel, at his own expense, from the limits of the Naval Station within such reasonable time as may be fixed by the Captain of the Yard, Cavite.

Proposals must be submitted in a sealed envelope addressed to the Commandant, Naval Station, Cavite, P. I., endorsed "PROPOSAL FOR THE PURCHASE OF THE POMPEY": and each proposal must be accompanied by a cash deposit or a satisfactory certified check for the full amount of the bid, or by a bond equal to the full amount of the bid and an additional cash deposit or satisfactory certified check for not less than 10% of the bid.

Apply to the U. S. Navy Purchasing Officer, Shanghai, China, for forms of bid and bonds; additional information regarding the terms of sale, etc.

Apply to the Captain of the Yard, Cavite, at 9:00 a.m. of any day (except Saturdays, Sundays and holidays) prior to the sale to examine the POMPEY.

The right is reserved to withdraw the vessel from sale or to reject any or all bids.

W. M. CROSE
Captain, U. S. Navy.
COMMANDANT.
48285

S.S. PERSIA

The Lloyd Triestino s.s. Persia will be despatched on Monday, the 8th May, at 9:30 a.m. The tender conveying passengers and their luggage on board the ship will leave the Custom's Jetty at 8:00 a.m. on Monday.
48365

NOTICE

HANS BERENTS,
M. AM. SOC, C.E.

Consulting Civil Engineer.
Has returned to his old Offices, 13A Canton Road.
48370

TO LET
from 17th June
semi-detached residence
66, ROUTE DOUMER
7 rooms, 2 attic rooms, three bathrooms, modern sanitary installations and large garden.

2 years lease to run.

Furniture in excellent condition must be taken over.

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48351

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Stationers and Printers

Undertake the printing of Magazines and Novels. Free Labor.
114A Szechuen Road, Shanghai.
47788

SCOTCH WHISKY
Sandy Macdonald
"SPECIAL LIQUEUR"
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Buchanan's
"ROYAL HOUSEHOLD"
Buchanan's
"LIQUEUR" (15 yrs)
"SANDY MAC." is in a class by itself.
"BUCHANAN'S LIQUEUR" will satisfy the most particular.
obtainable at all Clubs, Hotels and Store-keepers and from
GARNER, QUELCH & Co.
73, 73A Szechuen Road, Shanghai
Tel. C. 2021.

IN MEMORIAM

WILSON—In loving memory of Lieut. Charles Wilson, Gordon Highlanders (late Finance Dept., S. M. C.) killed in action in France May 7th 1917.

Notice of the Ministry of Communications.

Notice is hereby given that all properties owned by the Railway, Telephone and Telegraph, Postal and Navigation Administrations under the jurisdiction of the Ministry of Communications are all governmental properties, many of which have been used as securities for foreign loans and cannot be sold or further used as securities without causing serious complications. In addition to the previous notice with regard to railway properties, the public is further notified that any sale or use as security of the properties belonging to any of the above mentioned administrations without previous approval from the Ministry of Communications is hereby declared void and not recognized by the Chinese Government.

Ministry of Communications.
48363

Canadian Association of China

Members are reminded of the Tiffin to be held in the Union Club premises on Monday the 8th May at 12:30, Sharp.
48369

S.S. "Independence" from New York

NOTICE TO CONSIGNEES

Examination of ship damaged cargo ex s.s. "INDEPENDENCE" will be held at the Robert Dollar Wharf, on Tuesday, May 9th, at 9.00 a.m. when Messrs. Eisler and Reeves, Marine Surveyors, will be in attendance.

BARBER STEAMSHIP LINES INCORPORATED
THE ADMIRAL LINE
Agents
48323

S.S. "Silver State" from Seattle

NOTICE TO CONSIGNEES

Examination of ship damaged cargo ex s.s. SILVER STATE will be held at the China Merchants Central Wharf, on Monday, May 8th, at 9.00 a.m. when Messrs. Eisler & Reeves, Marine Surveyors, will be in attendance.

THE ADMIRAL LINE,
Agents.
48329

Notice of Removal

On and after May 5th our office will be located in Rooms 413 and 414, Glen Line Building, 1-A Peking Road. Telephones: General Office C. 1662 and Private Office C. 1663.

CONSOLIDATED STEEL CORPORATION.
48298

Dr. JAMES YUKING
Specialist in the treatment o Venereal Diseases and Piles.
73 Nanking Road
(Between Honan & Shantung Rds.
Piles guaranteed to be cured within ten days after one treatment without operation or pain. (Latest European methods of treatment.)
Office hours: 8-12 & 1-7 daily, or by appointment.
Tel. C. 2127.

NOW OFF THE PRESS

Rosenstock's (1922) Directory
And Commercial Gazetteer of China

THE largest and most complete DIRECTORY OF THE WHOLE OF CHINA now published

— ALSO —

the most comprehensive and up-to-date information being obtained by personal canvass and new firms included and changes noted to February 1922

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CHINA, both NORTH and SOUTH, with a complete directory of 46 Ports (including Hongkong)

Price $9.50
From Leading Booksellers and
ROSENSTOCK'S DIRECTORY OFFICE
22 Nanking Road, Shanghai

LOOK!
Foreign and Chinese Musical Entertainment
for the benefit of
The Yue Ying Public School,
Sunday, 7th May, at 7. P.M.

Bussian Song.....*by Mme. L. Rogovenko.*
assisted *by Mme. O. Kavilina*
Funny Dances .....*by Mr. and Mrs. Lonzaw*
Mr. and Mrs. Domoradzks. and Mrs. Linchedarskaya.
Piano Solo, etc.

Admission, $3. $2. & $1.

At
The Ningpo Association.
4a Thibet Road, Shanghai
48310

Business Opportunity

Live American firm requires additional capital. If you are prepared to invest G.$50,000 you can secure a half interest in a progressive firm, with branches in Germany, United States and China. Only responsible parties will be considered. Replies to Box 69, The China Press.
48307

Notice of Removal

The Chekiang Industrial Bank, Limited.
SHANGHAI
takes pleasure in announcing that on and after Monday, 15th May, 1922, all business will be transacted in its new quarters at 14 Hankow Road.
48269

Announcement
is made that
The Zo-Ce Refreshment Rooms
have been opened
for the convenience of Parties Interested
There will be served Quality Refreshments of all kinds, including
TEA, COCOA, COFFEE, DRINKS, AERATED WATERS, CAKES, BISCUITS, etc., etc.
48308

DR. Z. S. TORJEWSKY
DENTAL SURGEON
11, Peking Road (First Floor) Phone Central 207.
Newest methods of dental treatment and technical work.
OUTFIT AND MACHINERY AFTER THE LATEST INVENTIONS
29328

Business and Official Notices

ASTOR HOUSE
ROOM 172
Direct from Paris latest styles in Summer dresses and hats.
On view from 10 a.m.
48358

S.S. KEYSTONE STATE
from Hongkong and Manila
NOTICE TO CONSIGNEES

Examination of ship damaged cargo ex s.s. KEYSTONE STATE will be held at the China Merchants Central Wharf, on Monday, May 8th, at 9:00 a.m. when Messrs. Eisler & Reeves, Marine Surveyors, will be in attendance.

THE ADMIRAL LINE
Agents.
48371

In the United States Court for China

In re Estate of **James S. Stagg,** *Deceased.*
Cause No. 1708
Estate No. 429
NOTICE

Pursuant to an order of said Court, notice is hereby given to all persons having claims against the estate of James S. Stagg, deceased, to present the same, with vouchers, to the undersigned on or before October 28, 1922, and all persons owing debts to the said deceased are hereby required to make payment of the same in due course to the undersigned.

The Clerk of the United States Court for China,
11 Whangpoo Road,
Shanghai, China.
April 28, 1922. 48147

In the United States Court for China

In re Last Will an Testament of William E. Sperry, *Deceased.*
Cause No. 1683
Estate No. 428
NOTICE

Pursuant to an order of said Court, notice is hereby given to all persons having claims against the estate of William E. Sperry, deceased, to present the same, with vouchers, to the undersigned on or before October 16, 1922, and all persons owing debts to the said deceased are hereby required to make payment of the same in due course to the undersigned.

B. A. HENSLER,
Administrator,
c/o AMERICAN DRUG CO.,
42 Nanking Road,
Shanghai, China.
April 16, 1922. 47927

NOTICE
Dr. Med. Alex. Renner
(Specialist in Women's and Internal Diseases)
has recommenced practice
at
11B NANKING ROAD
(Chinese-American Bank Building)
Tel. C. 6980
Office Hours: 11-1 and 4-6
Residence: Kalee Hotel
Tel. C. 666
46171

SAVE YOURSELF

Get the habit of saving—of putting away—
Though it may seem a small thing to do—
In the years that will come you can sail away home
It may be the saving of you.

SAVE BY SUBSCRIBING TO I. S. S. PREMIUM BONDS.

International Savings Society
7 Avenue Edouard VII,
SHANGHAI.

Dr. J. Podpakh, M.D.
German University (Berlin)
Diagnostic cabinet for Urinary diseases.

Specialist in female diseases, confinements, surgical, internal, kidney and bladder diseases, venereal and skin diseases. Latest methods of diagnosis and treatment. Ultra—violet rays and electrical treatments. Analysis of blood and urine.

Consulting hours (daily, except Sunday): From 10 to 12 a.m. and 3 to 6 p.m. (or by special appointment). Telephone C. 434. 14 Kiukiang Road, corner Kiangse Road, Ezra Building, 3rd Floor, (opposite Hotel Kalee).
44693

Seto House
Prof. I. K. Seto Prop.
Turkish Bath & first class Restaurant we will serve the best meals of both Hemispheres. Welcome all.
$1——Tiffin
$1.50——Dinner
10, SEWARD ROAD.
Tel. N. 3253.
48116

DR. GEORGE CHENLY, M.D.
Specialist in the treatment of any kind of Venereal Diseases and Piles. Piles can be cured within ten days without operation and pain (after one treatment by using the English new method of injection).
FOO WAI HOSPITAL
256 Nanking Road, Tel. C. 5719.
(near Chekiang Road).
CONSULTING HOURS:
7 to 9 a.m. and 5 to 8 p.m.

NOTICE

I have this day opened a Branch Office at No. 38 Canton Road (Hong name: 行洋佑天), which will be in Charge of Mr. C. H. Ellig holding my General Power of Attorney.

FCO. GLANZMANN,
Head Office: TRIESTE (Italy).
Shanghai, 1st May, 1922.
48144

In Cold Weather

ALLENBURY'S" MILK COCOA possesses nourishing and protective qualities. It is well-known that constitutions are fortified and rendered less susceptible to the effects of cold and damp weather by the use of such fat-forming and heat-producing elements of diet as ALLENBURY'S MILK COCOA affords.

Made in a minute—add boiling water only.
ALLEN & HANBURYS, LTD., Shanghai.

We are the
SOLE AGENTS
and
DISTRIBUTORS
for
"GERMKIL"
The Ideal Antiseptic and Disinfectant
Large Stocks Carried
Let us quote you on your requirements
Sample and Price List sent on request

The Jensen Trading Co.
130 Szechuen Road, Shanghai.
Phone C. 7134.
47216

For Sale
GLASS SAND
Big quantity produced from mine in ANHUI.
PARTICULARS please apply to
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Dr. Alexander Rosemberg, M. D.
University of Montpellier
22 Chaoufoong Road
Consultation hours
from 1 to 3
and by appointment
Tel. North 737.
41844

Dr. Furstenberg
8B Kiukiang Road.
Specialist in urinary, skin and venereal diseases.
Hours 11 to 1 and 4 30 to 6.30 or by appointment.
Tel. Central 338.
4773

FOR SALE

One complete set of can making machinery, practically new—American make—For further particulars apply to HOPKINS, DUNN & CO., LTD. No. 2 Kiangse Road.
48114

DR. F. FRANEK, M.D.
Specialist in Urinary Skin and Internal Diseases (Latest European methods of treatment)
21, Nanking Road.
Consulting hours 11-1, 4-6.
29654

Dr. Guido Piazza, M.D.
GRAZ-PADOVA UNIVERSITIES
(late assistant to Prof. MATZENAUER).
SPECIALIST in internal, skin and venereal diseases. Surgery. Latest treatments of syphilis. Chemical and microscopical analysis. Consulting hours 10 a.m. to 12, 2 to 4 and 6 to 6.30 p.m., 3 Ezra Road, 4th floor, Telephone C. 6735.
45387

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Our System Will Prevent
CREDIT LOSSES.
WEEKLY REPORTS
ON BAD ACCOUNTS
CREDIT
INFORMATION
ON FIRMS AND INDIVIDUALS
Investigations of all kinds except divorce cases.
—:o:—
CHINA DETECTIVE & MERCANTILE BUREAU, INC.
(5th floor) Laidlaw Bldg.
95 Szechuen Road.
Phone C. 6740 & 7140.
Cable Address. "KEARBISH."

COLD STORAGE

The Pacific Ice and Cold Storage Co., Inc., begs to announce that it is now ready to provide General Cold Storage Facilities, to supply Distilled Water Ice, the Road pure ice, and to accept orders for frozen egg and other products.

The facilities of the Pacific Ice and Cold Storage Co., Inc., make it possible for this concern to handle any refrigerating problem, and to provide special chambers for Vegetables, Meats, Butter, Eggs Fruit and all classes of Foodstuffs.

Address: 11 Dixwell Road, corner of Yalu Road
Telephone North 3259
The Pacific Ice & Cold Storage Co., Inc.

Trade Mark
PHONE N. 1036
SEAN YOU, ZOO & CO., LTD.
Towels (Turkish and Honey Comb).
BATH Robes for Gentlemen, Ladies & children.
Y. 16A N. Szechuen Rd. (Near N. Soochow Rd).
47639

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital	£8,000,000
Reserve Fund	3,600,000
Reserve Liability of Shareholders	£3,200,000

Head Office:
38 Bishopsgate London, E. C.
Shanghai Branch: 12 The Bund

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Sir Duncan Carmichael
T. Cuthbertson, Esq.
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W. Foot Mitchell, Esq.
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Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
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	Karachi	Seremban
Batavia	Klang	Shanghai
Bombay	Kobe	Singapore
Calcutta	Kuala-Lumpur	Sourabaya
Canton	(F. M. S.)	Tientsin
Cawnpore	Madras	Tavoy
Cebu	Manila	(Lower Burma)
Colombo	Medan	Taiping
Delhi	Peking	New York
Haiphong	Penang	Yokohama
Hankow		

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

R. W. ROBERTSON,
Manager.

Banque Belge Pour L'Etranger

Societe Anonyme.
(Affiliated to the Societe Generale de Belgique.)

	Frs.
Capital (subscribed)	100,000,000
Capital (paid up)	75,000,000
Reserves	13,962,300

President: Jean Jadot
Head Office: Brussels.
Branches and Agents at London, Manchester, Paris, New York, Bucarest, Cologne, Alexandria, Cairo, Tantah, Ziftah, Zagazig, Peking, Shanghai, Tientsin.
Affiliated Banks:
Banco de Cartagena, Madrid, with Branches in Spain and Morocco.
Wiener-Bank-Verein, Vienna, with Branches in Austria, Hungary, Czecho-Slovakia, Poland, Rumania, Italy (Tyrol), Yugo-Slavia, Turkey, and Asia Minor.
A. Kouyoumdjiski & Co., Sofia.
Correspondents in all parts of the World.
Every description of banking and exchange business transacted.

L. STRATTMANS,
Manager, Shanghai branch.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabea."

Capital ..... Yen 10,000,000

Head office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange business a specialty. We issue Demand Drafts, T/T. Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Lankow, Kiukiang, Tsingtau, Dairen, Changchun, Mukden, Foochow, Amoy Swatow, Hongkong, Canton.

L. TSENG, Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital ... $20,000,000

Reserve Funds:—
Sterling ... $4,500,000
Silver ... $23,500,000

Reserve Liability of Proprietors ... $20,000,000

Head Office: HONGKONG
Court of Directors:
G. M. Dodwell, Esq. Chairman.
Hon. Mr. A. O. Lang, Deputy Chairman.
D. G. M. Bernard, Esq.
A. M. Bowes Smith, Esq.
G. T. M. Edkins, Esq.
P. H. Holyoak Esq.
Hon. Mr. E. V. D. Parr,
W. L. Pattenden, Esq.
J. A. Plummer, Esq.
H. P. White, Esq.
Chief Manager.
Hon. Mr. A. G. Stephen.

Branches and Agencies:

Amoy	Harbin	New York
Bangok	Iloilo	Penang
Batavia	Ipoh	Rangoon
Bombay	Johore	Saigon
Calcutta	Kobe	S. Francisco
Canton	Kuala Lumpur	Shanghai
Chefoo	London	Singapore
Colombo	Lyons	Sourabaya
Dairen	Malacca	S. Patani
Foochow	Manila	Tientsin
Haiphong	Nagasaki	Tsingtao
Hamburg	Peking	Vladivostock
Hankow		Yokohama

London Bankers:
London County Westminster and Parr's Bank Ltd.

Shanghai Branch: 12 The Bund
Sub-Agency: 9 Broadway

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

G. H. STITT,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserved Fund	26,960,000
Capital Contributed by the Chinese Government	Kup. Tls. 2,500,000
Reserve Fund	1,750,000

Head Office:
Paris, 9 Rue Boudreau
London Office:
64 Old Broad Street, E. C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Societe Generale pour favoriser le developpement du Commerce et de l'Industrie en France.
Paris: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
Milan: Credito Italiano.
Rome: Banco di Roma.
New York: The Irving National Bank.
San Francisco: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA

Bombay	Harbin	Shanghai
Chanchun	Hongkong	Tientsin
Chefoo	Manchouli	Urumtchi
Dairen	Kashgar	Vladivostock
Hailar	Newchwang	Yokohama
Hankow	Peking	Kobe

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars. Terms on application. Local Bills discounted.
Foreign Exchange on the principal cities of the world bought and sold.
SAFE DEPOSIT BOXES.

L. Jezierski,
Th. de Krzywoszewski,
P. Petithuguenin.
Managers for Branches in Asia.

Bank of Communications

Specially authorised by Presidential Mandates of April 7th, 1914, and October 31, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China
Agencies abroad: Singapore Hongkong, Tokio (Japan),

SHANGHAI BRANCH
14 The Bund.
Interest allowed on both Current and Fixed Deposit Accounts. Credit granted to approved securities, and every description of Banking and Exchange business transacted.

Y. M. CHIEN, Manager,
Y. S. WONG, Sub-Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund and 9 Broadway.

Deposits of not less than $1.00 will be received.

Not more than $200 will be received during one month from any single Depositor.

Interest at the rate of 2.1/2% per annum will be allowed upon the monthly minimum balance.

The maximum balance on which interest will be allowed is $5,000.00.

Deposits may be withdrawn on Demand. Accounts will be kept either in Dollars or Taels, Local Currency, at the option of the Depositor.

Depositors will be presented with Pass Books, in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

OFFICE HOURS: 10 a.m. to 3 p.m.
Saturdays, 10 a.m. to noon.

The Bank Of Canton, Limited

Incorporated 1912.
Capital Authorised £1,200,000-0-0
Capital Paid-up £1,066,520-0-0
Reserve Fund H. K. $800,000.00

HEAD OFFICE:
No. 6 Des Voeux Road Central, Hongkong.

OFFICES:
Shanghai, New York, Canton and Bangkok.

SHANGHAI OFFICE:
No. 1 and 2 Ningpo Road.

AGENCIES:

Honolulu	San Francisco	Kobe
London	Sourabaya	Batavia
Manila	Singapore	Canada
Yokohama	Samarang	etc.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted

WONG WEN-KUANG,
Manager.

The Chinese American Bank of Commerce

Authorized Capital U. S. ... $10,000,000
Paid-up Capital U.S. $ 5,000,000

HEAD OFFICE: PEKING

Branches:

HANKOW	SHANGHAI
MANILA	SHIHKIACHWANG
HARBIN	TIENTSIN
PEKING	TSINANFU

Every kind of banking business transacted

SAVINGS DEPARTMENT

The Chinese American Bank of Commerce is prepared to open Savings Accounts in local $, Taels, G$, £, Frs. and Yen on very favorable terms. Prospectus will be mailed on request.

SHANGHAI OFFICE:
11A Nanking Road
Telephone C. 5841, 5842, 5843
Telegraphic address: Sinambank

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital ... $2,500,000.00
Reserve Fund ... $500,000.00

Head Office: Shanghai.
Peking and Kiangse Roads.
Tels: Manager's Office: Cen. 2656
General Office: Cen. 2613 & 2614
Branches
Hangchow, Hankow, Pekin, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, Paris, New York, San Francisco, Tokio, Yokohama, Kobe Osaka, Berlin and Hamburg.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

Shen Chu Hsu, Manager.
Shu Chin Mih, Sub-Manager.
Y. S. Tung, Sub-Manager.
F. Z. Tsoa, P. R. Manager.

International Banking Corporation

Capital and Surplus U.S. $10,000,000
Undivided Profits .. U. S. $5,400,000
Reserve for Dividends U. S. $600,000

Owned by the National City Bank of New York

Head Office:
60 WALL STREET, NEW YORK
London Office: 36 Bishopsgate, E. C.
Lyons Office: 27 Place Tolozan.

San Francisco Office:
232 Montgomery Street.

BRANCHES:

CHINA	PHILIPPINES
Shanghai	Manila
Peking	Cebu
Tientsin	
Hankow	SPAIN
Harbin	Barcelona
Hongkong	Madrid
Canton	
	STRAITS
INDIA	Singapore
Bombay	
Calcutta	DOMINICA
Rangoon	Santo Domingo
	Sanchez
JAPAN	San Francisco
Yokohama	San Pedro
Kobe	Santiago
	Puerto Plata
JAVA	Barahona
Batavia	La Vega
Soerabaya	
	PANAMA
	Panama
	Colon

We are also able to offer our Customers the services of the Branches of the National City Bank of New York in the principal countries of South America, Central America and in the West Indies.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current Accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

H. C. Gulland, Manager.

1A Kiukiang Road, Shanghai.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000.00
Paid-up Capital	$12,279,800.00
Reserve Fund	$3,534,600.00
Special Reserve Fund	$3,534,600.00

Head Office: Peking.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifeng	Hankow
Chanchun	Wuhu	Ichang
Antung	Anking	Changsha
Dairy	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

Foreign Correspondents:
London, Paris, Berlin, New York, San Francisco, Tokio, Osaka and Yokohama.

SHANGHAI BRANCH,
3 Hankow Road.
Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

Sung Han-chang,
Manager.

Kincheng Banking Corporation

金城銀行

Sanctioned by Ministry of Finance and registered in Ministry of Agriculture and Commerce in accordance with Banking and Company Laws.

Authorised Capital	$5,000,000
Paid-up Capital	$4,500,000
Surplus	$ 300,000

Head Office: Tientsin
Branches and Sub-Branches: Peking, Tientsin, Shanghai, Hankow, Nanking and Peng-pu.
Correspondents in all important places of the world.
President: Chow Tso Ming.
Manager, Shanghai Branch: S. Y. Tien.
Sub-Manager, Shanghai Branch: C. C. Woo.
Every description of Banking Business transacted.
Savings Accounts kept in Tientsin and Shanghai Offices.
Cable Address. "Kincheng"
Shanghai
Tel. Nos:
General Office: C. 1558
Manager's Office: 1558
Foreign Dept. C. 5048.

Nederlandsche Handel Maatschappy

(Netherlands Trading Society)
Established 1824.

Paid-up-Capital: Guilders 80,000,000 (about £6,666,666)
Reserve Funds: Guilders 18,979,250 (about £1,581,604)
Special Reserve: Guilders 22,860,000 (about £1,888,333)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM

Branches

Bandjermasin	Pekalongen
Bandoeng	Palembang
Bombay	Penang
Calcutta	Pontianak
Cheriben	Rangoon
Djember	Semarang
Djokjakarta	Singapore
Hongkong	Soerabaya
Kobe	Soerakarta
Kota-Radja	Tebing-Tinggi
Langsa	Tegal
Makassar	Telok Betong
Medan	Tjilatjap
Padang	Weltevreden

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Shanghai Interest Allowed on current tael accounts and fixed deposits, according to arrangement.

M. J. HERBSCHLEB,
Agent.

東亞銀行 The Bank of East Asia, Ltd.

SHANGHAI BRANCH
No. 10 Kiukiang Road.

Authorized Capital ... $10,000,000.00
Paid up Capital .... $ 5,000,000.00
Reserved Fund $200,000.00
HEAD OFFICE: Hongkong.
BRANCHES: Canton, Saigon.
LONDON BANKERS: London Joint City and Midland Bank.
Correspondents in all principal cities of the world. All kinds of banking business transacted.
Interest allowed on current deposits and fixed deposits.
Loans granted on approved securities.

R. CHENG,
Manager.

The Chekiang Industrial Bank, Ltd.

Established 1908

Capital	$2,000,000.00
Reserve Fund	$133,310.00
Undivided Profits	$120,751.00

Head Office and Branches:
Hangchow, Shanghai, Haimon, Hankow and Lanchi.
Domestic Agencies:
Throughout CHINA'S principal Cities.
Foreign Correspondents:
London, Paris, Rotterdam, New York, Chicago, San Francisco, Hamburg, Berlin, Tokyo, Koke, Yokohama, Osaka, Hakodate, Seoul, Fusan and Hongkong.

Interest allowed on Current Accounts and fixed Depisits according to arrangements.
Saving Accounts at 4% compound interest.
Every description of Banking and Exchange transacted.

LI MING,

SHANGHAI BRANCH,
U39 Peking Road.
Tel. C. 3145, Manager's Office
C. 2147, General Office
Cable Address:
"CHINDUBANK" Shanghai

SINO-ITALIAN BANK

Aut. Cap. Silver Dollars, 4,500,000
Aut. Cap. Gold It. Lire 16,000,000
Paid up Capital ..Silver $1,200,000
Paid up Cap. Gold It. Lire 4,000,000
Branches:
Hankow, Peking, S'hai, Tientsin
Bankers:
Italy: Credito Italiano.
England: Credito Italiano, National Provincial and Union Bank of England, Ld., Glyn Mills and Currie.
France: Banque Francaise et Italienne pour l'Amerique du Sud Comptoir National d'Escompte de Paris Banque Italo Belge.
United States: Credito Italiano Equitable Trust Company.
Canada: Canadian Bank of Commerce.
South America: Banca Italo Belga.
Switzerland: Banca Unione di Credito.
Banque Commerciale de la Bale Len & Co.'s Bank.
Banca Unione de Credito.
Belgium—Credit Central Liegeois.
Current, fixed and savings accounts carried in Taels, Dollars, Sterling, U. S. Gold, Italian Lire, Francs and other currencies. Terms on application.
General banking business transacted. Special facilities for Italian exchange.
Telegraphic Address: Banksinit.
SHANGHAI, No. 16 Kiukiang Rd.
Tel. Offices: Central 5090 & 5091.
Managers' Office, Central 5094.

Chung Foo Union Bank

(Established in 1917)
Statutes approved by the Government in 1919
Head Office: TIENTSIN

Subscribed Capital	$2,000,000.00
Paid-Up Capital	$1,500,000.00
Reserve Fund	$ 180,000.00

Managing Director: T. Clarence Sun
Deputy Managing Director: Nieh Chi-wei

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang	Yokohama
Shanghai	Soochow	Changsha	Chicago
Peking	Wusieh	Shasi	Philadelphia
Hankow	Hsuchow	Wuhu	Seattle
Nanking	Ningpo	London	Baltimore
Yangchow	Shaoshing	New York	Cleveland
Hangchow	Canton	San Francisco	Detroit
Pengpu	Hongkong	Boston	Buffalo
Changchun	Changteh	Tokio	Pittsburgh
Antung	Chengchow	Osaka	Montreal
Kiukiang	Tsinkiangpu	Kobe	St. Louis
			Cincinnati

And also in other principal cities in foreign countries.

Shanghai Branch:
8 441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits in taels, dollars, and other currencies according to arrangement.

Credits granted on approved securities.

Y. B. Sun, Manager,
T. D. Zar, Sub-Manager.

The Shanghai Commercial & Savings Bank, Ltd.

Head Office: 9 Ningpo Road

Capital	$2,500,000.00
Reserve	$400,000.00

Every description of modern banking and exchange business transacted—Personal, National & International.

Branches and Agencies:
In principal cities throughout China

Foreign Correspondents:

London	New York	Yokohama
Paris	Chicago	Tokyo
Marseilles	Seattle	Osaka
Amsterdam	San Francisco	Manila
Berlin	Singapore	

Cable Address: "COMSAVBANK"

K. P. CHEN,
General Manager.

中南銀行 CHINA & SOUTH SEA BANK, LTD.

Authorized Capital: $20,000,000
Paid-up ... $5,000,000

4 Hankow Road, Shanghai.

Every kind of banking business transacted. Agents and correspondents all over the world.

Telegraphic Address: Chinasosea

Tel. Nos. { Managing Director: C. 6324 / Foreign Exchange: C. 3099

Y. Hou,
Managing Director.

FAR EASTERN BANK

Capital Authorised ... Lit. 50,000,000.—
Capital Paid up ... Lit. 12,500,000.—

HEAD OFFICE
36, Kiangse Road, Shanghai.

BANKERS
London Joint City & Midland Bank; London, England.
Banca dell'Italia Meridionale; Naples, Milan, Bari, Genoa, Palermo, Pozzuoli. Italy.
Deutsche Bank; Hamburg, Germany.
East River National Bank, New York, U. S. A.
Bank of Italy, San Francisco, Cal., U. S. A.
The Dai-Ichi Ginko, Ltd., Tokyo, Yokohama, Japan.

BRANCHES
Canton—Tientsin—Tsingtao.
SHANGHAI BRANCH

Interest allowed on current accounts, savings accounts and fixed deposits in all currencies according to arrangement.

Local bills discounted. Cable transfers bought and sold. Drafts issued and telegraphic transfers effected all over the World.

SPECIAL FACILITIES for Italian business and Exchange, for Gold exchange and for Chinese Stock Exchange transactions.

Viscount di Villa & Mr. W. S. T. Nien,
Managing Directors.

TELEPHONE:—C. 3487 Managers
C. 6678 T. T. and Exchange
C. 2082 General Office
C. 494 Chinese Department.

Commercial Bank of China

Head Office: SHANGHAI

	Sh. Tls.
Subscribed Capital	5,000,000
Paid-Up Capital	2,500,000

Advances made on approved securities. Bills discounted.
Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:—
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

Banque De L'Indo-Chine

	Francs.
Subscribed Capital	72,000,000.00
Paid-up Capital	68,400,000.00
Reserve Fund (1/6/20)	60,500,000.00

Head Office:
No. 96 Boulevard Haussmann, Paris.

Branches and Agencies

Saigon	Pnom-Penh	Battambang
Haiphong	Hanoi	Tourane
Peking	Hankow	Tientsin
Hongkong	Canton	Mongtze
Singapore	Pondichery	Bangkok
Papeete	Shanghai	Noumea
	Dibouti	Yunnanfu

London Bankers:
The National Provincial and Union Bank of England, Ltd.
Comptoir National d'Escompte de Paris—Credit Lyonnais

The Shanghai Agency undertakes all Banking and Exchange operations; grants credits on goods and approved securities; opens current and fixed deposit accounts in taels and francs according to arrangement.

E. ARDAIN, Manager.

THE SHANGHAI INDUSTRIAL BANKING CORPORATION

Head Office: SHANGHAI.
Branch: 17 & 18 Kiukiang Road.

Capital	$1,000,000
Paid-up	$ 250,000
Fixed Deposit Capital	$ 500,000

Domestic Agencies
In principal commercial centres in China.
Foreign Correspondence
In all important places of the world.
General Banking, Business of every description transacted.
Interest allowed on Current Accounts and Fixed Deposits according to arrangements.
Savings Accounts at 5% compound interest.
Special Savings Accounts for Laborers.
ROBERT LEE, General Manager.
K. L. SUNG, Manager.
S. Y. FONG, Sub-Manager.
Cable Address: "BANKSIBCO"
Tel. C. 6401, Manager's Office.
C. 6415, Foreign Dept.
C. 6414, General Office.

Colombo: Mr. and Mrs. A. St. Cursham and infant; for Singapore: Messrs. S. A. Lane, H. C. Roberts, F. B. Lurvey; for Hongkong: Messrs. G. Jacobs, H. H. Lewis, Miss M. Armfield, Misses E. and T. Palmer, Mrs. A. J. P. Heard, Messrs. F. W. Clift, R. G. Ward, J. Rauce, W. Kirby, J. Murray, E. Crozier, T. Large, T. E. Smith, A. A. Crook, P. R. Parsons, J. A. Ellis.

Per P.M. s.s. Golden State for San Francisco: Mr. and Mrs. M. E. Ritzman and two children, Mr. and Mrs. Z. C. Beals, Mr. and Mrs. J. E. Eichwald, and daughter, Mr. and Mrs. P. E. Mann, Miss D. Mann, Mr. H. R. Sturt, Mr. and Mrs. R. H. Parker, Mr. and Mrs. M. M. Murray, Mr. and Mrs. M. C. Guss and two children, Mr. and Mrs. B. P. Oliver, Mr. and Mrs. R. K. Veryard, Mr. and Mrs. A. M. Guttery and daughter, Mr. C. G. Smith, Mr. and Mrs. J. M. Bly and two children, Mrs. T. W. Simmons, Mr. W. Mansel-Smith, Rev. and Mrs. L. L. Lindell and two children, Mr. and Mrs. C. Holland, Mr. and Mrs. K. O. Mackenzie, Miss G. M. Madge, Mrs. P. L. Bixby, Mr. and Mrs. C. H. Klimper, Dr. and Mrs. W. B. Prentice and three children, Mr. A. S. B. Tull, Miss M. Lincoln, Mr. and Mrs. W. A. B. Nichols, Mr. Carl Hess, Misses N. C. McCormick, E. Omerod; for Kobe: Mrs. H. D. Bode, Mr. P. H. McKay, Mrs. H. H. Kline, Mrs. W. J. Peet, Mr. and Mrs. H. B. Fowler, Mrs. J. K. Blumenthal, Mrs. I. Guttman, Mrs. H. C. Stackpole, Mrs. J. K. P. Hall, Mr. and Mrs. J. K. Butler, Misses M. Crisp, D. Douglas, Mr. R. Fuller; for Yokohama: Mrs. G. A. Haley, Mrs. A. J. Hughes, Messrs. R. C. Morton, A. Calero, A. S. Lewin, F. H. R. Shaw, Mrs. I. R. Bellows.

Passengers Departed

Per C.N. s.s. Poyang for Hankow: Mr. and Mrs. Emery, Mr. F. C. Reddick, Mr. and Mrs. Gregory, Mrs. Torrible.

Per C.N. s.s. Luenyi for Kiukiang: Mr. and Mrs. Shelton; for Hankow: Messrs. Frank Garratt, Bishop, A. V. Monk, Mr. and Mrs. E. B. Heaton Smith.

Per C.N. s.s. Sunning for Tsingtao: Mrs. Zimmerman, Mrs. Harman, Messrs. A. Z. Adams, A. J. Gamier, I. Takeda, A. H. Jackson.

Per C.N. s.s. Shantung for Swatow: Mr. and Mrs. Gornet, Messrs. F. C. Focken, J. A. Ozario; for Hongkong: Mr. C. W. Howard.

Per C.N. s.s. Fengtien for Tientsin: Mrs. Mabee, Messrs. Chasserean, Merckel, Coxon, J. T. Green, J. K. Hockoday, D. Mervis, Lingley, A. J. Dennys, Morosoff, P. H. Hache, A. G. Plessis, H. Ginse, H. Ling, B. V. Ulrich, Mr. and Mrs. Worrington, Mr. & Mrs. de Villa and child; for Chefoo: Miss Broomhall, Messrs. Nisbet, Wilcox, Hening, P. Taylor; for Weihaiwei: Messrs. McMichael, D. Sellers.

Per C.M. s.s. Hsin Kiangteen for Ningpo: Mr. and Mrs. Stabell, Messrs. Aall, A. V. White and party.

Per P. and O. s.s. Plassy for London: Mr. and Mrs. W. Davies, Miss K. Taylor, Comdr. and Mrs. C. B. Hastings, Mr. and Mrs. J. J. Bleeker and infant, Mr. and Mrs. A. L. John and infant, Mr. and Mrs. H. S. Refern and family, Messrs. R. Weightman, E. Hargreaves, J. Stewart, J. B. Bell, C. Etherington, H. A. Shields, J. W. H. John, Mr. and Mrs. G. E. J. Rose, Mrs. H. V. Murray and two children, Mr. and Mrs. A. S. Thomas and daughter, Mrs. G. D. Mills, Mrs. Blackburn and three sons, Mrs. Hamblin; for Marseilles: Mrs. and Miss Noyes, Miss Gore, Messrs. J. Medard, T. Mytana; for Port Said: Mr. and Mrs. L. Azadian and four children, Miss M. Azadian; for Calcutta: Mr. F. L. Trevor; for

Launch Services

TODAY

The tender conveying passengers and baggage on board the C.P.S. s.s. Empress of Japan, for Vancouver will leave the Customs Jetty at 2:30 p.m.

TOMORROW

The tender conveying passengers and baggage on board the S.M.R. s.s. Chohei Maru, for Tsingtao and Dairen will leave the Customs Jetty at 3 p.m.

Financial And Cmomercial News

BENJAMIN AND POTT SHARE LIST
Yesterday's Close

Stock	Closing Quotations
Banks	
H. K. and S. B.	$40 B.
Chartered	£14¼
Russo-Asiatic	Rs. 250
Marine Insurance	
Canton	H. $442 B.
North China	Tls. 144
Union of Canton.	H.$240
Yangtsze	$24 B.
Far Eastern Ins.	Tls. 22½
Fire Insurance	
China Fire	H. $125½ B.
Hongkong Fire	H.$360
Shipping	
Indo-China Def	H.$264 B.
Indo-China Pref.	H. $38 B.
"Shell"	103/6 B.
Shanghai Tug ord	Tls. 49 B.
S'hai Tug Pref.	Tls. 37½ B.
Mining	
Kaiping	Tls. 22¾
Oriental Cons	13/-
Raub	H.$1 B.
Docks	
Hongkong Dock.	H.$150 B.
Shanghai Dock	Tls. 112 B.
New Eng. Works.	Tls. 8.10 B.
" Pref.	Tls. 4.80
Wharves	
Shanghai Wharf	H.$149 B.
Hongkong Wharf.	H.$108 B.
Lands and Hotels	
A.-French Land.	Tls. 91 B.
Shanghai Land	Tls. 90 B.
Weihaiwei Land	Tls. 8
S'hai Hotel, Ltd.	$50
China Realty ord.	Tls. 50
China Realty Pref	Tls. 50
Cotton Mills	
E-wo (ord.)	Tls. 15 xr B.
E-wo (pref.)	Tls. 100
Laou-kung-mow	Tls. 28
Oriental	Tls. 9¾
Shanghai Cotton	Tls. 139 B.
Industrials	
Butler Tiles	Tls. 25
China Sugar	H.$138 B.
Green Island	H.$21 B.
Langkats	Tls. 10½ B.
Major Bros.	Tls. 5
S'hai Sumatra	Tls. 80
Stores	
Hall and Holts	$7 S.
Llewelyn	$42½
Lane Crawford	$102 B.
Moutrie	$45
Watson	H.$9¾ B
Weeks	$13
Rubbers (Local)	
Alma	Tls. 2½
Amherst	Tls. 0.12 S.
Anglo-Java	Tls. 3.80 S.
Anglo-Dutch	Tls. 0.90 B.
Ayer Tawah	Tls. 11½ B.
Batu Anam 1918.	Tls. 32½ S.
Bute	Tls. 0.32½
Bukit Toh Alang.	Tls. 1
Chemor United	Tls. 0.35 B.
Chempedak	Tls. 2
Cheng	Tls. 1
Consolidated	Tls. 0.95 B.
Dominion	Tls. 0.60 B.
Gula Kalumpong.	Tls. 4½
Java Consolidated	Tls. 4 B.
Kapala	Tls. 0.20
Kapayang	Tls. 6
Karan	Tls. 3
Kedah	Tls. 1
Kota Bahroe	Tls. 0.30 B.
Kroewoek Java	Tls. 4 B.
Padang	Tls. 3
Pengkalan Durian	Tls. 1
Permata	Tls. 0.40 B.
Repah	Tls. 0.25
Samagagas	Tls. 0.25
Seekees	Tls. 50 cts.
Semambu	Tls. 0.60 B.
Senawang	Tls. 0.60
S'hai Klebang	Tls. 0.35
Shanghai Malay	Tls. 1
S'hai Malay pref.	Tls. 5
Shanghai Pahang.	Tls. 0.55
Sungala	Tls. 25 cts.
Sungei Duri	Tls. 4 B.
Sua Manggis	Tls. 1
S'hai Seremban	Tls. 0.40
Taiping	Tls. 0.15
Tanah Merah	Tls. 0.25
Tebong	Tls. 0.80
Ziangbes	Tls. 1.90 B.
Miscellaneous	
C. I. & E. Lumber	Tls. 825
Culty Dairy	Tls. 10 B.
Shanghai Trams.	Tls. 103 B.
Shanghai Gas	Tls. 25½ B.
Horse Bazaar	Tls. 45
S'hai Mercury	Tls. 20 B.
S'hai Telephone	Tls. 88
S'hai Waterworks.	Tls. 140

S. Sellers, Sa. Sales, B. Buyers, Benjamin and Potts, 8 Jinkee Rd. Telephone No. Central 898

Stock Exchange
Transactions

Shanghai, May 6, 1922
TODAY'S QUOTATIONS
OFFICIAL BUSINESS
Ewo Mills Tls. 15.15 XR
Shanghai Docks Tls. 112.50
UNOFFICIAL BUSINESS
Ewo Mills Tls. 15.30 XR June

The Small Investors' Co.

Shanghai, May 6, 1922
BUSINESS REPORTED
Anglo-Javas Tls. 3.80
Shanghai Lands Tls. 91.00
New Eng. (Pref.) Tls. 4.75
S. M. C. 1922 7% Debs. Tls. 100.00
Almas Tls. 2.75
Ziangbes Tls. 1.90
Telephones Tls. 89.00

Money Exchange

Shanghai, May 6, 1922
Market 72.6875
Native Interest 11
Mexican Dollars
Shanghai Gold Bars 978
Touch 300
Copper Cash 228.500
Bar Silver 35½
Bar London rate
Paris on London 48.50
New York on London.. 444⅜

Banks Opening Selling Rates
London
Telegraphic Transfer.. 3s. 5d.
Demand ..... 3s. 5⅛d.
New York
Telegraphic Transfer 76
Demand 76¼

Hongkong and Shanghai Bank
Opening quotations 9:30 a.m.
BANKS' SELLING RATES
Losdon (T.T.) 3/5
London (Demand) .. 3/5¼
London 4 m-s 3/5½
India (T.T.) 266½
France (T.T.) 830
America (T.T.) 76
Hongkong (T.T.) 73¾
Japan (T.T.) 63
Batavia (T.T.) 202
Straits (T.T.) 68

BANKS BUYING RATE
London 4 m-s Credits.. 3/7½
London 4 m-s Docts .. 3/7¾
London 6 m-s Credits.. 3/8
London 6 m-s Docts..
France 4 m-s 880
America 4 m-s L/c .. 80
Docs 80½

Gold Dollars: Bank buying rates
@ 79=Tls. 126.58
@ exch. 72.9=Mex. $173.63
Sovereign: Bank buying rate
@ 3s. 6½d.=Tls. 5.65
@ exch. 72.9=Mex. $7.75

CUSTOM HOUSE EXCHANGE RATES FOR MAY

Hk. Tls. 5.39	@ 3s. 4 d.		£1
,, 1.22	@ 73¾	Gold	$1
,, 1	@ 793	Francs	8.83
,, 1	@ —	Marks	—
,, 1	@ 65⅝	Yen	1.70
,, 1	@ 263½	Rupees	2.93
,, 1	@ —	Roubles	—
,, 1	@ 1.50	Mex.	$1.50
,, 1	@ 13.525	It. Lire	15.07

International Banking Corporation
CLOSING COUNTER RATES
Demand selling on America 77½
Demand buying on America 78¾
Demand selling on London 3s. 5¾d.
Demand buying on London 3s. 6½d.

GOLD BAR QUOTATIONS
(Far Eastern Bank)

Time	Quotations	Bars.
Opening		
9:00	299.00	
9:15	300.10	1400
9:35	300.10	1470
9:50	299.50	1250
10:15	300.00	1370
10:55	300.20	1300
11:25	301.10	1110
11:55	301.20	1610
Closed at:		
12:00	302.40	803

OPENING RATES
May 6, 1922
Bar Silver Spot 35½—3/5 15-16
Bar Silver Forward ...35½
Mex. Dollars 72.6875
Native Interest 11

ROUBLES EXCHANGE
Banks' Buying Rate
Roubles 250,000 ....Tls. 100
Roubles 100 .....Mex. $0.05

SINO-ITALIAN BANK
Bank's Selling Rates
It. Lire 14.30=1 Tael
Swiss Frs. 3.98=1 Tael
Marks 212.00=1 Tael
Equivalent Foreign Quotations
It. Lire 82.05=1 Pound Sterling
It. Lire 18.45=1 U. S. Dollar
It. Lire 170.10=100 Fr. Francs

Exchange Fluctuations
Asia Banking Corporation

May 6, 1922

Spot bar silver was up ¼d. and forward ⅛d. in London yesterday. The New York price advanced to 70⅛ cents, and the London-New York cross rate to 444⅜.

The only changes in the official quotations here today were a rise in the Gold Dollar rate to 76 and a drop in the Rupee rate to 266½.

Our market opened steady, with sellers of Sterling at 3-6⅛ for May-June and 3-6 for July August.

There were sellers of Gold Dollars at the opening at 78 for May-June and 77¾ for July-August.

However, during the course of the morning, speculators became heavy buyers, and as there were few bills offering today, rates eased off quickly, and at the close there were no sellers of Sterling at better than 3-5 7/8 for May and 3-5⅞ for June-July.

The best sellers of Gold Dollars at the close were offering 77¾ for May, 77⅝ for June and 77½ for July-August.

India bought silver in London yesterday, and the market there, as well as in New York, is reported as steady.

Chartered Stock And Produce Exchange Ltd.
Closing Quotation Of Transactions, yesterday

Shanghai, May 6, 1922
Chinese Bonds For 10th Year 6%.
$40.00 May
$36.00 June
Nanyang Brother's Tobacco Co.
$22.50 May
$23.00 June
Canton S. & P. Ex. Ltd.
$8.10 May
$8.50 June
Shanghai Flour Exchange.
$20.80 May
$20.50 June
Chinese Cotton Standard of Tungchow.
Tls. 34.00 May
,, 35.00 June
,, 35.10 July
,, 31.40 August
,, 35.10 September
,, 35.00 October
Local Yarn for Standard 16's Cloudy Stork.
Tls. 143.50 May
,, 144.50 June
,, 145.40 July
,, 145.40 August
,, 145.60 September
,, 145.70 October
Shanghai Gold Bar 978.
Tls. 300.00 June

PARIS-LONDON RATE

Paris, May 5.—The London-Paris cross rate is quoted today at £1 = 48.48½ francs.

The China Mutual Life Insurance Co., Ltd.
Registered in England and Hongkong.
A BRITISH COMPANY
with a complete organisation throughout Asia, and Assets exceeding.
TAELS TEN MILLIONS
HEAD OFFICE
10 Canton Road. Shanghai.

Rubber Outputs

	Mar.	Apr.
Alma	20,000	23,000
Anglo-Dutch	74,000	72,000
Anglo-Java	163,000	164,000
Ayer Tawah	32,096	24,225
Batu Anam	16,985	21,508
Bukit Toh Along	21,569	30,972
Bute	15,240	18,000
Chempedak	11,000	11,700
Chemor United	24,641	22,267
Cheng	9,665	12,020
Consolidated	59,240	54,927
Dominion	10,762	10,159
Gula Kalumpong	100,000	93,000
Java Consolidated	68,400	64,900
Kamunting	—	—
Kapala	10,646	12,011
Kapayang	15,250	17,393
Karan	9,222	11,315
Kota Bahroe	23,259	22,827
Kroewoek	48,000	46,000
Langkat	62,990	60,631
New Amherst	7,117	7,502
Padang	16,100	19,000
Pengkalan Durai	10,058	
Permata	6,448	
Repah	—	19,381
Samag ga	16,000	
Semambu	13,308	13,508
Senawang	19,700	20,000
See Kee	13,153	11,491
Shanghai-Seremban	12,726	12,629
Shanghai Kedah	21,255	24,409
Shanghai-Kelantan	16,800	*16,500
Shanghai-Malay	32,317	31,130
Shanghai-Pahang	17,581	19,917
Shanghai-Klebang	9,897	9,810
Shanghai-Sumatra	40,439	48,951
Sua Manggis	12,500	
Sungala	14,240	15,948
Sungei Duri	21,018	21,445
Tebong	45,000	45,500
Taiping	7,000	
Tanah Merah	29,500	32,500
Ziangbe	53,400	49,200

*27 days tapping.

Shanghai Sharebrokers Association
Business Done

Shanghai, May 6, 1922
OFFICIAL
Anglo Javas Tls. 3.75
UNOFFICIAL
S. M. C. 7% Debs. 1922 Tls. 100.00
Langkats (Com.) Tls. 10.40

KINGMAN & BROS.
How to Preserve the Teeth

In order to keep the teeth in a good condition scientific precaution must be taken. Through negligence, decay and numerous other affections such as tooth-ache, dental periostitis, esteo-periostitis, necrosis of the jaw, etc., may arise. During the process of ingestion, there are settled on the teeth some deposits of mineral and organic matters, called tartar, which possesses a morbid power of pressing the gum. As an inevitable result of the presence of this tartar, the teeth will become elongated and movable and will, by degrees, absorb away the enamel, leading ultimately to the decay and degeneration of the teeth. The tartar is so hard and resistant to the process of brushing that it cannot be scraped off except with dental instruments specially devised for that purpose.

Dr. KINGMAN offers to the public his service for preserving their teeth at an annual subscription Fee of $10.00 per head to be paid in advance.

The work to be done by Dr. KINGMAN to the subscribers consist in:—
(1) Cleaning of the teeth quarterly.
(2) Filling with gold platinum alloy only, when the teeth present holes.
(3) Inspecting the teeth at any time at the desire of the subscribers.

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Shanghai Branch.

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Citizens National Bank, Los Angeles, Cal.

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BLOOD for Syphilis, Anaemie, Malarial— and other Blood—parasites.
URINE for various diseases.
FECES for Amoebic- and Bacillary-Dysentery, Typhus, Parasites, Blood, etc.
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Current, Savings Accounts and Fixed Deposits in U. S. Gold, Sterling, Francs, Taels and Local Currency.
Drafts Bought, Sold and Entered for Collection.
Commercial and Travelers Letters of Credit.
Telegraphic Transfers to All Parts of The World.
Foreign Exchange Bought and Sold.
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Equal to the Best Imported Flour.
Our Flour is milled from the finest quality Chinese Wheat, and is of the highest grade. Our daily output is about 15,000 bags.
Our Flour is highly commended by all Chinese and foreign consumers. We supply it to all parts of China and any part of Europe.
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OVOMALTINE
from Dr. A. Wander, Berne (Switzerland)
AS A RESTORATIVE
OVOMALTINE possesses marked energising and vitalizing qualities.
This is due to the rapidity with which it is digested, and to the promptitude with which its reconstructive materials become available to the jaded body, brain and nerve cells.
IS THERE ANY REASON
why you shouldn't try Ovomaltine?
Sole Agents
SIBER, HEGNER & CO.
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Exchange Market

Messrs. J. P. Bisset and Company write as follows in their share market report for week ending Friday:

Business in the local share market has been very quiet during the past week owing to the great majority being away from business attending the Spring Meeting of the Shanghai Race Club. Quotations generally have undergone very little change though there is still a very fair enquiry for the sound local investment stocks, some of which show decided advance today.

London market shows slight changes and the following are our latest advices to hand by urgent cable:

Gula-Kalumpong Rubber Estates £0.18.9 buyers.
Shell Transport & Trading Co. £5.7.6 buyers.
Chinese Eng. & Mining Co., Ltd. "Bearer" £3.15.0 sellers.
Chinese Govt. 5% Reorg. Loan 1913—British Issue £72.10.0 sellers.
Chinese Govt. 5% Reorg. Loan 1913—French Issue £69.0.0 sellers.
Chinese Govt. 5% Reorg. Loan 1913—German Issue £66.10.0 sellers.

SHIP STRIKE OFF

(Reuter's Service)

London, May 5.—It is officially announced that the ship-yard strike has been called off. The executive of the Ship-yard Workers Union has decided that the majority in the ballot, against the acceptance of the employer's offer is not sufficient to justify the continuance of the strike.

TURKS ACCUSED

(Reuter's Pacific Service)

Constantinople, May 5.—American relief workers, deported from Turkish Armenia, accuse the Turks of unjust and unfriendly treatment of Americans, and of cruelties against Christians in Asia Minor.

They said that unless there is outside interference soon, the final chapter in the history of the Christians in Asia Minor will soon be completed.

OLYMPIC THEATRE

On Sunday, May 7th

GAUMONT Presents

VIVIAN MARTIN

IN

"HUSBANDS AND WIVES"

FROM THE FAMOUS NOVEL "MAKING HER HIS WIFE"

6 Parts By CORRA HARRIS 6 Parts

Matinee Today, May 7th Showing

"HUSBANDS and WIVES"

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TOWN HALL

Thursday, 1st June 1922, at 9:15 p.m.

GRAND CHARITY CONCERT

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The well-known Prima Donna of Russian Imperial Opera

Assisted by

N. M. BRAVIN

Famous Premier of Moscow Theatres (Baritone)

50% of the proceeds will be turned over to the local American Red Cross for the Russian Children's Fund in the Volga District

Piano Part by Prof. JOSEPH YASSER

Prices $5, 3, 2, 1. **Booking at Mautrie's.**

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TONIGHT! TONIGHT! TONIGHT!

BY SPECIAL REQUEST

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KATHERINE MacDONALD

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"The Woman Thou Gavest Me"

BY SIR HALL CAINE

A Mighty Photo Drama—

From Hall Caine's mighty story

The story of a beautiful woman, whose heart is the heart of every woman, going through some of the fiercest tests of married life. A Para mount-Artcraft Special.

And the First Two Episodes of THE BLUE FOX is a Serial Of fifteen breath-bating Episodes of Thrilling Action, Romance and adventure. It carries you across two continents before its fifteen weeks of drama and action ceases.

TWO PERFORMANCES NIGHTLY, 7.15 & 9.15

Matinee Every Saturday & Sunday at 3.15

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"The SKIN GAME"

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JOHN GALSWORTHY

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Thursday 11th May, 1922

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Last Time Sunday, May 7th

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"SAHARA"

A spectacular film melodrama full of sensational developments. A wayward woman who pays!—pays!—pays!

"Sahara" has a wonderful appeal. A story and production that women especially will flock to see. The gowns are wonderful.

MATINEE on SUNDAY, MAY 7th

SHOWING

"SAHARA"

and Two New Episodes of "THE BLUE FOX"

Astor House Ball Room

NOTICE

Until the opening of our SUMMER GARDEN AND DANCE PAVILION which is now being remodeled, the BALL ROOM will be open only for the usual TEA DANSANTS from 5 to 7:15 p.m., the DINNER-DANCE on WEDNESDAY nights, and the GRAND BALL on SATURDAY nigh's.

Watch for our announcement for the Grand Opening of our SUMMER GARDEN soon.

The Management.

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THE MOST SENSATIONAL WHITE SLAVE PICTURE OF THE AGE!

"THE LITTLE GIRL NEXT DOOR"

In 6 Powerful and Thrilling Parts

The Illinois Vice Commission' in ordering the filming of its report, wished to set up beacon lights along the peril-haunted path of womanhood. Had the girls, whose tragic life stories are told in this unique picture, known what lay beyond the first heedless adventure, whose sombre histories would never have been enacted.

Note: this picture will not be presented on matinees.

"The SKY RANGER"

Episode 7—"Danger's Doorway"
Episode 8—"Dropped from the Clouds"

Tonight! SUNDAY NIGHT Tonight!

Cecil M. Hepworth presents

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An English comedy in six parts

Matinee To-day at 3 p.m.

FRANK MAYO in
"THE MAGNIFICENT BRUTE"
"THE SKY RANGER" Episodes 5 and 6

Why always blame the Woman?

Why blame her for using her natural weapons—beauty and charm—to wrest from the world the rewards of wealth and position for which men battle with all the strength at their command.

Katherine MacDonald

The White House Favorite, in

"The Beauty Market"

The most beautiful actress in the world portrays the woman's side in this age-old but unfair contest

Did you ever think of Society like this—

Fashionable society is to man a relaxation, to woman a profession in which success means position, marriage, her heart's desire. To its glittering circle men bring wealth, women beauty, for the great exchange. Ah, the heartaches and the hidden tears that sear the soul behind the smiling face in fashion's cold exchange—"The Beauty Market."

A DRAMA OF SOCIETY FOR PEOPLE WHO THINK

A Play That Will Shame Some Men And Delight All Women

A First National Special Attraction

ISIS THEATRE

Thursday, May 11th, Friday, Saturday and Sunday.

1921 Gold Yield Million Ounces Off

(Reuter's Service)

New York, April 4.—The world's production of gold during the past year decreased more than 1,000,000 ounces compared with the output of 1920. It is indicated in British estimates which have reached the Bankers Trust Company.

These figures place the estimated production at 15,502,806 ounces for all gold producing areas during 1921, while in the year previous the output was 16,561,158 ounces.

Gold produced last year was valued at approximately £65,886,925, that produced in 1920 at £70,384,921 and the output of 1919 at £75,350,137 which would indicate a steady decline in production during the past two years.

The figures for 1921 reveal a decrease of more than 7,000,000 ounces when compared with those of 1915, when the peak was reached in world gold production. The increased cost of gold mining and the absence of a corresponding increase in the value of the metal are the generally accepted explanations of the recent steady decline in the world's production of the yellow metal.

New War Weapons Shown To Experts

(Reuter's Pacific Service)

Tokio, April 26.—On Monday and Tuesday Dr. Takamatsu, Dr. Tanakadate and several other scientific experts, members of the Japan Science Association, were invited by the military authorities to the Military Arsenal in Koishikawa to inspect the new weapons.

This action on the part of the military authorities to take scientific scholars into their confidence and to invite their co-operation in the development of miltary efficiency is received with a great deal of satisfaction.

Persia To Employ American Experts

(Reuter's Service)

Allahabad, May 5.—It is reported from Teheran that the Mejliss has approved the Government's decision to engage American financial and other advisers, in connection with which the name of Mr. W. Morgan Shuster, former financial adviser to the Persian Government, has been mentioned.

Ask Gov't To Aid In Raising Rubber Price

(Reuter's Service)

London, May 5.—At a meeting of the Rubber Shareholders' Association, a resolution was passed, approving the principle of government action with the object of restoring the price of rubber to at least the approximate average cost of production, and urging a conference of leaders of every section to bring about as far as practicable the stabilisation of prices at an economic level.

REST UP!

A SHAMPOO and MASSAGE HELPS

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BARBER SHOP

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Made By

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We make all styles of Summer shirts, Pajamas, soft collars Underwear from A.B.C. cloth.

Retailers Wing On Co.

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Also many others in the city carry them.

Tariff Bill To Be Law In 1946, Says Joking Senator

(China Press Service)

Washington, May 5.—Senator McCumber told the Senate that he estimated that at present rate of progress, the tariff bill will be passed September 29, 1946.

He said that only a few out of more than 2,000 sections of the bill have been enacted within thirteen days.

Can't Reach Labor Abuses By Law, Gompers Declares

(China Press Service)

New York, May 5.—Gompers, testifying before the legislative committee defied Samuel Untermeyer, counsel for the committee, "to legislate labor abuses out of existence".

This followed the suggestion to recommend legislation empowering the courts to decide labor controversies.

9 Dead, 49 Hurt In Texas Storm

(China Press Service)

Austin, May 5—Four members of one family eight miles south of here were killed when a tornado struck their house. The tornado swept a seven mile path. One was killed and 15 injured at Penfield, a suburb, and 40 were injured locally.

A total of nine killed, 49 injured, and $400,000 damage is the toll so far as learned this evening.

Features to be Presented at the

VICTORIA THEATRE

during the Week MAY 8th to 14th

SHOWING on MONDAY and TUESDAY, MAY 8th and 9th

SHOWING

THE FIVE PART RUSSIAN ART DRAMA ENTITLED

THE CLOVEN TONGUES

AND A BILLY BEST COMEDY ENTITLED

IN FIVE PARTS

"THE HOBO"

ON WEDNESDAY and THURSDAY, MAY 10 and 11.

AARON HOFFMAN Presents

TAYLOR HOLMES in

"NOTHING BUT LIES"

6 PARTS 6 6 PARTS 6

Down with Lies and Deceit:—The only remedy for the ills of the World, is truth.

ONE OF THE GREATEST STORIES EVER WRITTEN.

See the little group of serious thinkers who believe that the salvation of the world depends upon their own particular of uplift.

On FRIDAY, SATURDAY and SUNDAY, MAY 12th, 13th and 14th.

U. S. EXHIBITORS CORPORATION Presents

CHARLOTTE WALKER in *"MEN"*

IT IS FULL of THRILLS AND ACTION.

The entire production has been produced in excellent style, and is a

POWERFUL DRAMA of the Present Day

6 PARTS 6

OLYMPIC THEATRE

SPECIAL PERFORMANCE

For MONDAY, MAY 8th

IN AID OF THE FAMINE RELIEF OF

WEST HUNAN

BY SPECIAL REQUEST THE FILM OF

DOUGLAS FAIRBANKS

in

"THE KNICKERBOCKER BUCKAROO"

WILL BE SHOWN.

A Story Full of Thrills His Latest and Best

SHOWING on TUESDAY, MAY 9th

JESSE L. LASKY Presents

ETHEL CLAYTON

in

"PETTIGREW'S GIRL"

She Wasn't An Ordinary Chorus Girl

A story of chorus-girl life that takes you behind the scenes and below the froth.

It turns the brilliant radiance of the spotlight on the foibles and fancies of that mysterious realm, chorus-girldom

A Special Chinese Film will be Shown at this Theatre Commencing:

Wednesday, 10th May, 1922, (Five Nights only)

Two Performances Nightly, Starts at 7.15 and 9.15 p.m.

THE CHINA FILM CORPORATION Presents

ENG SHIEN FOO in

"VAMPIRE'S PREY"

THE MOST PERFECT AND SENSATIONAL CHINESE PHOTOPLAY EVER PRODUCED IN CHINA

Story by, YUAN KUH WEN

Directed by H. F. QUINN

It is not, that this is the time which is the most pleasant season of the year? This beautiful weather certainly has the power to make us more vigorous and happier. Some prefer going to the country for a picnic, and others seek pleasurable resorts of various kinds.

But permit us to introduce you to our most recent production, the "Vampirt's Prey" written by Mr. Yuen Kuh Wen, the 2nd son of the late President Yuan Shih Kai.

It is a well established fact that the social conditions of the world-in stirring up the weak and foolish.

Our new production, is based upon this principal. It is a drama of unusual excellence, consists of 14 parts, in which there are full of jokes with remarkable love and adventures.

ADMISSION BOX SEATS $3.00 DRESS CIRCLE $2.00 AND STALLS $1.00

BOOKING AT MOUT RIE'S & CO., LTD.

AT THE

APOLLO THEATRE

Thursday, Friday, Saturday and Sunday, May 11th, 12th, 13th and 14th

PRESENTING

ROMANCE, ACTION and HUMAN SYMPATHY

A supremely suspenseful romance merry with laughter and human to the core

H·B·WARNER in DICE of DESTINY

Merry Dramatic Suspenseful Romantic as a lover's Heart. Thrilling!

"DICE OF DESTINY"

From JOHN MOROSO'S Novel

"THE PEOPLE AGAINST NANCY PRESTON"

Featuring

The Screen's Beau Brummel

H. B. WARNER and Lillian Rich

Fast—Daring—Tense—Rich and colorful in type

Booking at Robinson's

MONDAY, TUESDAY and WEDNESDAY, MAY 8th, 9th and 10th

IT IS TIME YOU SAW

SOMETHING DIFFERENT

Are you just a bit tired of problem plays and eternal triangles and divorces? Would you like

"Something Different" in Moving Pictures—Something Fresh and—and, Yes, Romantic? Something that will entertain you happily?

THEN YOU MUST MAKE SURE YOU SEE

"Something Different"

with charming, adorable

CONSTANCE BINNEY

The story of a girl who longed for adventure, and got it in good measure.

A THRILLING REALART PICTURE

Booking at Robinson's

MATINEE TO-DAY at 3 p.m.

A Vivid Play of Saints, Sinners and Society

"THE DEVIL TO PAY"

TOLD IN 6 PARTS

A startling expose of life in high places; a tidal wave of suspense.

TO-NIGHT at 9.15 p.m.

REALART PICTURES

Presents

The daintiest, sauciest, most piquant good-little-bad girl

BEBE DANIELS

IN

"YOU NEVER CAN TELL"

A Quick-Moving and Dashing Comedy

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. KIANGFOO, Capt. Sorensen, will leave on Sunday, May 7, at midnight. For Freight or Passage, apply to C.M.S.N. Co.

HANKOW & PORTS.—The China Navigation Co.'s Steamer NGANKIN, Captain Newcomb, will leave from the French Bund on Monday, May 8, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents French Bund. Tel. C. No. 4881, Private Exchange to All Departments.

HANKOW AND PORTS.—The Indo-China S.N. Co.'s LOONGWO, 3,925 Tons, Capt. James, will sail for the above-mentioned ports from Hunt's Wharf on Monday, May 8, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Telephone: Cen. 241 Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The Str. KIANGWAH, Captain McArthur, will leave on Monday, May 8, at midnight. For Freight or Passage, apply to C.M.S.N. Co.

HANKOW & PORTS.—The China Navigation Co.'s Steamer SHENGKING, Capt. A. E. Edwards, will leave from the French Bund on Tuesday, May 9, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Tel. C. 4881, Private Branch Exchange to All Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer WHANGPU, Capt. E. L. Jones, will leave on Wednesday, May 10, at about 12 o'clock midnight. For Freight, apply to BUTTERFIELD, &SWIRE, (John Swire & Sons, Ltd.), Agents. Tel. C. 4881. Private Branch Exchange to All Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s s.s. KUNGWO, 4,635 Tons, Captain Gibb, will sail for the above-mentioned ports from Hunt's Wharf on Wednesday, May 10, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer TATUNG, Capt. J. Meathrel, will leave from the French Bund on Thursday, May 11, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents French Bund. Tel. C. No. 4881, Private Branch Exchange to All Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. KUTWO, 2,664 Tons, Captain Christie, will sail for the above-mentioned ports from Hunt's Wharf on Thursday, May 11, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. TUCKWO, 3,770 Tons, Capt. Findeison, will sail for the amove-mentioned ports from Hunt's Wharf on Friday, May 12, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer CHUNGKING, Captain J. Legge, will leave on Friday, May 12, at about 12 o'clock midnight. For Freight, apply to BUTTERFIELD & SWIRE, (John Swire & Sons, Ltd.), Agents. Tel. C. No. 4881. Private Branch Exchange to All Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. ESANG, 1,782 Tons, Captain Williams, will sail for the above-mentioned ports from Old Ningpo Wharf on Saturday, May 13, at about midnight. For Freight, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone: Central 241. Extension to Freight Department.

HANKOW & PORTS.—The China Navigation Co.'s Steamer WOOSUNG, Capt. C. C. Williams, will leave from the French Bund on Saturday, May 13, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (John Swire & Sons, Ltd.), Agents French Bund. Tel. C. No. 4881, Private Branch Exchange to All Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. SUIWO, 2,671 Tons, Captain Jackson, will sail for the above-mentioned ports from Hunt's Wharf on Monday, May 15, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. WOSANG, 1,783 Tons, Captain McClelland, will sail for the above mentioned ports from Old Ningpo Wharf on Tuesday, May 16, at about midnight. For Freight, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extension to Freight Departments.

For Southern Ports

AMOY & SWATOW.—The Str. KAHO, Capt. McLean, will leave on Tuesday morning, May 9. For Freight or Passage, apply to C.M.S.N. Co.

NINGPO.—The China Navigation Co.'s Steamer HSIN PEKING, Captain E. Monkman, will leave from the French Bund on Monday, May 8, at 4:30 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents French Bund. Tel. C. No. 4881, Private Exchange to all Departments.

TAKAO (FORMOSA) via FOOCHOW & KEELUNG.—The Str. FUKUKEN MARU, Captain R. Fukami, will be despatched from the Co.'s Yangtszepoo Wharf on Monday, May 8, at ——— For Freight and Passage, please apply to THE OSAKA SHOSEN KAISHA. No. 4, The Bund. Tel. Nos. 4233, 4234 and 4235.

NINGPO.—The Steamer HSIN KIANGTEEN, Capt. Taylor, will leave on Tuesday, May 9, at 4:30 p.m. For Freight or Passage, apply to C.M.S.N. Co.

SWATOW, HONGKONG AND CANTON.—The China Navigation Str. SUIYANG, Capt. J. Shane, will leave from the French Bund on Tuesday, May 9, at 8 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents French Bund. Tel. C. No. 4881, Private Branch Exchange to All Departments.

FOOCHOW.—The Steamer FEICHING, Capt. Smith, will leave on Tuesday, morning May 9. For Freight or Passage, apply to C.M.S.N. Co.

HONGKONG & CANTON.—The China Navigation Co.'s Co.'s Steamer KWEILIN, Captain Isbister, will leave on Wednesday, May 10, at 9 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents. Telephone Central No. 4881. Private Branch Exchange to All Departments.

HONGKONG via MANILA.—The S.S. SHINYO MARU, 22,000 Tons, Capt. M. Jin, will be despatched on Tuesday, May 9, 1922. Tender conveying passengers and mails will leave Customs Jetty at 3:30 p.m. For passage, apply to TOYO KISEN KAISHA, No. 71 Szechuen Road, Shanghai. Tel. No. 3229 and 3230.

HONGKONG DIRECT.—The Str. CELEBES MARU, Capt. J. Kurimura, will be despatched from Shanghai ——— Wharf on Wednesday, May 10, at ——— For Freight, please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. C. Nos. 4233, 4234 and 4235.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Str. SOOCHOW, Capt. W. McDonald, will leave from the French Bund on Thursday, May 11, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents French Bund Tel. C. No. 4881, Private Branch Exchange to all Departments.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Str. SUNNING, Captain Wavell, will leave from the French Bund on Saturday, May 13, at 11 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (John Swire and Sons, Ltd.) Agents. Tel. C. No. 4881, Private Branch Exchange to All Departments.

For Northern Ports

CHEFOO & NEWCHWANG.—The Str. TOONAN, Capt. Nielsen, will leave on Sunday morning, May 7. For Freight or Passage, apply to C.M.S.N. Co.

Information For Mariners

SUNDAY, MAY 7, 1922

High Water at Woosung Bar

(The night tides are higher than the day tides, they are about equal at 6 o'clock).

Approximate rise, at springs 4 1/4 h; at neaps, 5 h.
fall, at springs 8 1/4 h; at neaps, 7½ h.

Time	Rangs	Time	Rangs
8h. 40m.	5ft. 9in.	9h. 15m.	6ft. 8in.

High Water at Tungsha Lightship

(The morning tides are higher than the evening tides).
Approximate rise, 5 h; approximate fall, 7 h.

A.M.		P.M.	
H.	M.	H.	M.
7	24	8	2

Time of Moonrise, Moonset, Sunrise, Sunset

Moon		Sun		Daylight	Dark
Rises	Sets	Rises	Sets		
2.27 p.m.	2.13 a.m.	5h. 13m.	6h. 40m.	4h. 28m.	7h. 25m.

Mean Barometric Pressure at Shanghai.
For May 29.88 in
759.2 mm.

NEWCHWANG.—The China Navigation Company's Steamer KIUKIANG, Capt. C. H. Walker, will leave on Tuesday, May 9, at 8 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (John Swire & Sons, Ltd.) Agents. Telephone Central No. 4881, Private Branch Exchange to All Departments.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Company's Str. TUNGCHOW, Captain Harris, will leave from the French Bund on Tuesday, May 9, at 3 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents French Bund. Tel. C. 4881, Private Branch Exchange to all departments.

VLADIVOSTOK DIRECT.—The steamer Shinlee, Captain Kozloff, will be despatched for the above port on Tuesday, May 9. For Freight and or Passage, apply to S. HEIMANN & Co., 19 A Canton Road, Tel. C. 1604.

ANTUNG.—The China Navigation Co.'s Steamer CHEKIANG, Captain F. M. Dillon, will leave on Wednesday, May 10, at 9 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (John Swire & Sons, Ltd.), Agents. Tel. C. No. 4881. Private Branch Exchange to All Departments.

TSINGTAO.—The China Navigation C.'s Str. SINKIANG, Capt. C. W. Puckett, will leave from the Watung Wharf on Saturday, May 13, at 11 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agens. Tel. C. No. 4881, Private Branch Exchange to All Departments.

VLADIVOSTOK DIRECT.—The Mail Steamer YUNGSHIN, will be despatched from Shanghai on Saturday, May 13. The tender conveying Mail and Passengers will leave the French Mail Jetty on Saturday at 11 a.m. For Freight or Passage, apply to L. V. LANG, No. 8 French Bund (Tel. Nos. Central 3059 & 3060).

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer SHUNTIEN, Capt. C. A. Christiansen, will leave from the French Bund on Saturday, May 13, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents French Bund. Telephone Central No. 4881, Private Branch Exchange to All Departments.

For Japan Ports

KORE AND YOKOHAMA.—The Steamer LONDON MARU, Captain S. Ohyama, will be despatched from Shanghai ——— Wharf on Sunday, May 8, at ——— For Freight, please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. C. Nos. 4233, 4234 and 4235.

The Foreign Ports

VANCOUVER, B. C., via NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.—The Canadian Pacific Steamships, Ltd., s.s. EMPRESS OF JAPAN will leave Woosung on Sunday, May 7. The tender will leave the Customs Jetty with Passengers and Baggage at 2:30 p.m. the same day. For Passage, apply to A. H. TESSIER, Palace Hotel Building, 19a The Bund, Phone C 182. For Freight, apply to N. LEES SMITH, corner of Peking and Yuen Ming Yuen Roads, Phone C. 181.

Vessels Due

Alcinous, *Liverpool*	May.	7
Celebes Maru, *N. Orleans*	May.	8
Chohei Maru, *Dairen*	May.	7
Choysang, *Hongkong*	May.	9
Chungking, *Hankow*	May	11
Deucalion, *Liverpool*	May.	11
E. of Japan, *Hongkong*	May	7
Empire State, *S. Francisco*	May	10
Esang, *Hankow*	May.	12
Fengtien, *Tientsin*	May.	14
Grace Dollar, *S. Francisco*	May	9
Hakone Maru, *Japan*	May.	12
Hakuai Maru, *Japan*	May.	10
Hanna Nielsen, *Portland*	May	11
Hopsang, *Newchwang*	May.	7
Hsinchi, *Foochow*	May.	8
Hsin Kiangteen, *Ningpo*	May.	9
Hsinming, *Tientsin*	May.	10
Hsin Ningshao, *Ningpo*	May.	7
Hsin Peking, *Ningpo*	May.	7
Keystone State, *Hongkong*	May.	6
Khyber, *London*	May.	10
Kiangan, *Hankow*	May.	13
Kiangfoo, *Hankow*	May.	15
Kianghsin, *Hankow*	May.	14
Kiangshun, *Hankow*	May	9
Kiangteen, *Hankow*	May.	12
Kiangyung, *Hankow*	May.	8
Kutwo, *Hankow*	May	9
Kutwo, *Hankow*	May	10
Liangchow, *Hongkong*	May.	12
Luenho, *Hankow*	May.	7
Luenyi, *Hankow*	May.	14
Manila Maru, *Hongkong*	May	9
Namsang, *Calcutta*	May.	8
Nerbudda, *Rangoon*	May	8
Ningshao, *Hankow*	May.	8
Porthos, *Japan*	May	8
Poyang, *Hankow*	May.	13
Shinyo Maru, *S. Francisco*	May	9
Shengking, *Hankow*	May.	7
Shuntien, *Tientsin*	May.	10
Sinkiang, *Hongkong*	May.	10
Soochow, *Hongkong*	May.	8
Suiwo, *Hankow*	Mty.	13
Sunning, *Tsingtao*	May.	12
Szechuen, *Hongkong*	May.	15
Takeshima Maru, *Japan*	May.	11
Tatung, *Hankow*	May	9
Tatung, *Hankow*	May.	10
Tehhsing, *Hankow*	May.	7
Tenyo Maru, *Hongkong*	May.	10
Tuckwo, *Hankow*	May	11
Tungchow, *Tientsin*	May	7
Unita, *Portland*	May	8
Whangpu, *Hankow*	May.	8
Woosung, *Hankow*	May.	12
Wosang, *Hankow*	May.	14
Wuchang, *Hankow*	May.	15
Yamashiro Maru, *Japan*	May.	14
Yingchow, *Hongkong*	May.	14
Yawata Maru, *Japan*	May.	7

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SHANGHAI HANKOW
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THE BEST OF SERVICE
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S.S. "CELESTIAL" May
S.S. "ROBERT DOLLAR" July
SAILING FOR HONGKONG AND MANILA.
S.S. "GRACE DOLLAR" May 14
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CANADIAN PACIFIC STEAMSHIPS LIMITED
EMPRESS OF JAPAN
Sails for Vancouver Sunday, May 7. Tender with outgoing passengers and all baggage leaves the Customs Jetty 2:30 p.m.
Largest Steamers on the Pacific
LARGEST STEAMERS BETWEEN CANADA AND EUROPE.

Steamer	Leave S'hai	Arrive Vanc'r	Connecting with	Leave Quebec	Arrive S'hampton C'bourg
E. Japan	May 7	May 25	Montcalm	June 2	
E. Asia	May 20	June 5	E. France	June 13	June 20
E. Canada	June 3,	June 19	E. Scotland	June 27	July 4
E. Russia	June 17	July 3	E. France	July 11	July 18
Monteagle	July 8	July 28	Montclare	Aug. 4	
E. Japan	July 1	July 19	E. Scotland	July 25	Aug. 1
E. Asia	July 15	July 31	E. France	Aug. 8	Aug. 15
E. Canada	July 29	Aug. 14	E. Scotland	Aug. 22	Aug. 29
E. Russia	Aug. 12	Aug. 28	E. France	Sept. 5	Sept. 12
E. Australia	Aug. 26	Sept. 11	E. Scotland	Sept. 19	Sept. 26
E. Asia	Sept. 9	Sept. 25	E. France	Oct. 3	Oct. 10

*Winter Season—sails from St. John to Liverpool.
TO HONGKONG VIA MANILA
Empress of Russia ..... June 3
Empress of Asia ..... July 1
Dominion Express Travellers Checks Sold.
Freight Department: Corner Peking and Yuen Ming Yuen Roads. Telephone Central 181. Cable Address. "NAUTILUS"
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FREIGHT & PASSENGER
TRANS-PACIFIC SERVICE.
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16 DAYS SHANGHAI TO SEATTLE
Via Kobe, Yokohama and Victoria

	Leave Shanghai	Arrive Seattle
S.S. "KEYSTONE STATE"	May 7	May 23
S.S. "SILVER STATE"	May 21	June 6
S.S. "PINE TREE STATE"	June 4	June 20
S.S. "WENATCHEE"	June 18	July 4
S.S. "BAY STATE"	July 2	July 18

SUBSEQUENT SAILINGS EVERY FOURTEEN DAYS
FREIGHT AND PASSENGER SERVICE TO HONGKONG AND MANILA

	Leave Shanghai
S.S. "PINE TREE STATE"	May 18
S.S. "WENATCHEE"	June 1
S.S. "BAY STATE"	June 15
S.S. "KEYSTONE STATE"	June 29

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ANYWHERE ON THE PACIFIC

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before 5 p.m. on Friday

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PASSENGER AND FREIGHT,
FOR SAN FRANCISCO via KOBE, YOKOHAMA and HONOLULU.
S.S. GOLDEN STATE ..... May 6 July 8
S.S. EMPIRE STATE ..... May 30 July 29
S.S. HOOSIER STATE ..... June 24 Aug. 26
FOR HONGKONG via MANILA.
S.S. EMPIRE STATE ..... May 11 July 16
S.S. HOOSIER STATE ..... June 4 Aug. 13
S.S. GOLDEN STATE ..... June 25 Sept. 3
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FOR NEW YORK via PANAMA
S.S. WEST IRA .....
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ALONG THE PATHWAY OF THE SUN.
PROPOSED SAILINGS FROM SHANGHAI
FOR SAN FRANCISCO
S.S. "TENYO MARU" ..via Nagasaki ..... May 11
S.S. "KOREA MARU" ..via Nagasaki ..... May 17
S.S. "SHINYO MARU" ..via Nagasaki ..... June 2
S.S. "TAIYO MARU" ...via Nagasaki ..... June 25
FOR HONGKONG
S.S. "SHINYO MARU" via Manila ..... May 9
S.S. "TAIYO MARU" via Manila ..... June 8
S.S. "SIBERIA MARU" direct ..... June 28
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MANAGING AGENTS U. S. SHIPPING BOARD
From San Francisco And Los Angeles via Japan Ports:
S.S. "WEST CHOPAKA" May 27th
S.S. "WEST FARALON" JUNE 17th
For Hongkong, Philippine Islands, Saigon, Singapore And Java Ports:
S.S. "WEST CHOPAKA" June 1st
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L. EVERETT, GENERAL AGENT. Japan, China, Philippine Islands, Indo China, Straits, Java
SHANGHAI OFFICE No. 5 Jinkee Road. TEL: C 5017.
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CHINA MAIL S.S. CO., LTD.
PASSENGERS AND FREIGHT
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FOR SAN FRANCISCO via JAPAN and HONOLULU
S.S. "NANKING" ..... June 2 Aug. 18 Oct. 22
S.S "CHINA" ..... July 9 Sept. 19 Nov. 30
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S.S. "NANKING" ..... May 18 July 31 Oct. 10
S.S. "CHINA" ..... June 25 Sept. 5 Nov. 16
Through Bills of Lading issued to United States and Canadian Overland Points, Mexico, Central and South America, Panama, Cuba and Atlantic Coast Ports of the United States.
For information regarding Passenger Fares, Freight Rates and further particulars as to sailings, apply to
F. R. BARRETT
FREIGHT AND PASSENGER AGENT
Corner Szechuen and Kiukiang Roads,
Telegraphic Address "CHIMAIL."
Telephones:
General Office Central 4773
Agent Central 6313

GENERAL SHIPPING NEWS

N. Y. K. LINE

PROPOSED SAILINGS FROM SHANGHAI

FOR EUROPE
Hakone Maru .....May. 13 Mito Maru, end of May.
Suwa Maru .....May. 21 "Tatsuno Maru" ....May. 31

FOR VICTORIA AND SEATTLE FROM KOBE
Kaga Maru .....June 3 Yokohama Maru ....May. 16
(from Shanghai May 13)

FOR SAN FRANCISCO AND NEW YORK VIA PANAMA CANAL (Calling at Dairen and Japan ports).
Lisbon Maru .....May. 11

FOR SOUTH AMERICA VIA DURBAN AND CAPE TOWN FROM KOBE
"Kawachi Maru" ....May. 27

FOR JAPAN
Yawata Maru .....May. 10 Mishima Maru .....May. 16
Takeshima Maru ....May. 13 Yamashiro Maru ....May. 17
Hakuai Maru ..... May 13 Omi Maru .....May. 19

FOR HONGKONG DIRECT.
Iyo Maru ..... May 31

FOR AUSTRALIA, sailing from Hongkong
Tango Maru .....June 20 "Aki Maru" .....May 16

For freight, passage and further information apply to
NIPPON YUSEN KAISHA
3, North Yangtsze Road, Shanghai.
Phones: Passenger Dept., North 1159 and 2729; Freight Dept. (Ocean) North 1155 and 167. (Local) North 1154, 1157.
Tel. Add.: "Yusen, Shanghai."

LUMBERLINE

FREIGHT SERVICES BETWEEN NORTH CHINA PORTS AND PORTLAND, OREGON, U.S.A.

FOR SAN FRANCISCO.
S.S. "UNITA" .....May 12, 1922.
SAILINGS:—
S.S. "HANNA NIELSEN" .....May 17, 1922.

Through Bills of Lading issued to New York, Baltimore, Philadelphia, Charleston and Boston in connection with fast Intercoastal Liners.

Through Bills of Lading issued to Overland points in U. S. and Canada.

For information as to freight rates, etc., apply to

The China Import & Export Lumber Co., Ltd.
Shipping Office: 4th Floor, 6 Kiukiang Road.
Telephone C. 1464. Telegraphic Address: "Lumberco"

North and South China Line

For Hongkong And Manila.
S.S. "HANNAWA" ..... May 23, 1922
S.S. "WEST KEATS" ..... June 10, 1922
S.S. "EASTERN SAILOR" ..... July 10, 1922

For Portland
S.S. "HANNAWA" ..... May 20, 1922
S.S. "WEST KEATS" ..... June 8, 1922
S.S. "EASTERN SAILOR" ..... July 8, 1922

Through Bills of Lading issued to New York, Baltimore, Philadelphia, Charleston, and Boston in connection with fast Intercoastal Liners.

For information as to Freight Rates, etc., apply to

COLUMBIA PACIFIC SHIPPING CO
Managing Agents U. S. Shipping Board.
Tel. C. 463. No. 6 Kiukiang Road, Shanghai. (4th Floor).

O. S. K.

PROPOSED SAILING FROM SHANGHAI

FOR EUROPE. For London, Hamburg, Rotterdam and Antwerp via H'kong, S'pore, Colombo and Port Said.
S.S. "ALPS MARU" (Cargo only) ..... May 15

FOR NEW YORK. Via San Francisco, Panama and Japan Ports.
S.S. "ALASKA MARU" (Cargo only) ..... May 24

PUGET SOUND LINE. For Tacoma, Victoria, Seattle and Vancouver Via Dairen and Japan Ports.
S.S. "MANILA MARU" ..... May 10

FOR HONGKONG DIRECT.
S.S. "CELEBES MARU" ..... May 9

FOR NORTH CHINA PORTS. For Dairen Direct.
S.S. "KOHOKU MARU" ..... May 15

FOR FORMOSA. For Keelung and Takao via Foochow.
S.S. "FUKUKEN MARU" ..... May 8

FOR KOBE & YOKOHAMA.
S.S. "LONDON MARU" ..... May 8

OSAKA SHOSEN KAISHA
Shipping Office. 2 Canton Road..... Phone Central 4234
Wharf Office. 26 Yangtszepoo Road. ....Phone East 208 and 212.

"Sooner or later" is a smooth-sounding phrase, but the man who uses Want Ads knows that it pays to **DO IT NOW**

P. & O.

British India (Apcar) and E. & A. S.S. Lines

Future Sailings for	Steamship	Sailing about
Marseilles, London, Antwerp—via Hongkong, Straits, Ceylon and Egypt.	PLASSY DONGOLA KHYBER DELTA	May 6 May 20 June 3 June 17
Bombay—via Hongkong, Straits and Colombo.	SICILIA SOUDAN	June 2 June 26
Calcutta—via Kobe.	TAKADA	May 20
Calcutta—from Hongkong via Singapore and Penang.	TANDA TAKADA	May 21 June 11
Sydney and Melbourne—from Hongkong.	EASTERN ARAFURA ST. ALBANS	June 1 July 6 Aug. 3

P. & O. and B.I.S.N. Co.'s tickets interchangeable.
Steamers and Dates liable to be altered or cancelled without notice
For particulars regarding Freight or Passage, apply to
Mackinnon, Mackenzie & Co., Agents, Union Building, 1 Canton Rd.
Telephones: General: Central 169
Passage: Central 2510
Freight: Central 2069

BARBER STEAMSHIP LINES, INC.

FOR NEW YORK AND BOSTON VIA PANAMA
S.S. "JADDEN" ..... MAY 18
S.S. "WEST GREYLOCK" ..... MAY 22
For rates and particulars apply to

THE BARBER S. S. LINES, INC.
THE ADMIRAL LINE, Agents.
Cor. Nanking and Kiangse Rds. Tel. C. 5971, 5973 and 5979

Yangtsze Gorges

The most spectacular inland water trip in the World. Particularly delightful at this season of the year

The Robert Dollar Company
Operates
Two fast Luxurious Freight and Passenger Steamers between Ichang and Chungking.
S.S. "Robert Dollar II"
Now Maintaining her regular schedule.
S.S. "Alice Dollar"
Date of sailing to be published later.
All Modern Comforts *Excellent Cuisine*
Through Passenger tickets may be booked at the office of the

Robert Dollar Company
Shanghai Hankow Tientsin Peking
and
American Express Company
Shanghai Tientsin Peking.
46845

THE LARGEST RAILWAY IN THE WORLD

Canadian National Railways

News of Interest to Prospective Passengers
To Europe, Canada or United States.
THE CANADIAN NATIONAL RAILWAYS
(Separate and distinct from Canadian Pacific)

New "ACROSS CANADA" Coast to Coast Route offers unlimited attractions worthy of your serious consideration and investigation.

Unexcelled Fast Comfortable and all steel trains.

World's most famous scenic Canadian Rockies. Optional Routes—Liberal Stop-overs—Lowest Fares. Splendid Hotels operated in all Canada's Commercial Centres.

Permit us to help you with your booking arrangements, we can give you all details supply literature and assist in every respect.

Write, telephone or call our representatives will interview parties on request.

The public are invited to view our display of pictures covering scenic, commercial, and agricultural points in Canada.

—At—
GENERAL TRAFFIC OFFICES
GLEN LINE BUILDING, SHANGHAI
PHONE CENTRAL 6973

THE CHINA PRESS MAIL SCHEDULE

Sunday May 7, 1922

Date and Destination	Per	Chi.	Br.	U.S.A.	Reg.
TODAY					
W'wei, C'foo, and T'tsin.	Koonshing	7.30	8.00		7.00
Japan, Canada, U.S.A. & Europe	E. of Japan			c12.00	
Japan Ports	Chikugo M.		17.00		21.00
River ports	Train & Str.	21.00			18.30
Japan Ports	Crikugo M.	19.00			
Japan, Canada, U. S. A & Europe via Canada	E. of Japan		n13.30		
Japan, Canada, U.S.A. & Europe	E. of Japan	13.30			13.30
Foochow	Fukuken M.	13.30			18.00
Hongkong, Straits, India & Europe via Suez	Persia	17.00			16.30
Japan, Canada, U. S. A. & Europe	K. State	18.00			17.00
To-morrow					
Vladivostok & Siberia	Via P. & H.	17.00			17.00
River ports	Train & Str.	21.00			21.00
Dairy	Chohei M	13.30			13.00
S'tow, H'kong & C'ton	Hopsang	21.00			21.00
Swatow & Hongkong	do		17.00		6.00
Honghong and Canton	Persia	7.30			
Swatow and Hongkong	Suiyang		17.00		21.00
Foochow	Feiching	21.00			21.00
Amoy and Swatow	Kaho	21.00			
Hongkong	Hsin Peking		15.00		
Hankow	Train		17.00		
Tuesday, May 9					
Japan Ports	Yawata Mari		17.00		13.00
W'wei, C'foo and T'tsin	Tungchow	13.30	13.30		6.00
S'tow, H'kong, C'ton	Suiyang	6.30			18.30
Japan Ports	Yawata Mari	19.00			12.30
Manila direct	Shinyo Maru	13.00			
Vladivostok & Siberia	Via P. & H.	17.00			17.00
River ports	Train & Str	21.00			21.00
Newchwang	Kiukiang	6.30			6.00
Hongkong	Kweilin		17.00		
Manila Direct	Shinyo M.		14.00		
Wednesday, May 10					
W'wei, C'foo and T'tsin	Kingsing		9.30	9.30	9.00
Hongkong Straits, India & Europe via Suez	Porthos	9.30			9.00
H'kong, S. ports, Straits Ceylon, India & Europe via Suez	do			9.30	9.15
Antung					7.00
Hongkong and Canton	Chekiang	7.30			6.00
Hongkong and Canton	Kweilin	6.30			9.00
Japan, Canada, U.S.A. & Europe	Porthos	9.30			14.30
	Manila M.	15.00			
Thursday, May 11					
Swatow & Hongkong	Choysang			17.00	
Amoy, H'kong & C'ton	Soochow	8.30			
Amoy & Hongkong	do			8.30	8.00
Japan, Honolulu, Canada. U. S. A. & Europe	Tenyo M.	13.30			13.00
Japan, H'lulu, Canada, U.S.A. & Europe via U.S.A.	do			14.00	13.30
Manila direct	E. State	17.00			16.30
Australia and New Zealand via Hongkong	Soochow			8.30	
Friday, May 12					
H'kong, Straits, India & Europe via Suez	Hakone M.	15.00			14.30
Japan Ports	T'shima M.	19.00			18.30
Saturday, May 13					
W'wei, C'foo. T'tsin	Shuntien	8.30	8.30		8.00
S'tow, H'kong & C'ton	Sunning	9.00			9.00
Swatow & Hongkong	do		9.30		

A Time fixeed provisionally.
B. Registered matters at 5 p.m. on previous day.
C Registered matters at 6 p.m. on previous day.
D. Registered and Parcels at 5 p.m. on previous day.
†Specially marked correspondence only

Shipping Items

The I-C. s.s. Luenho left Hankow on Thursday and is due in Shanghai this morning.

The C.N. s.s. Shengking left Hankow on Thursday and is due in Shanghai this morning.

The C.M. s.s. Kiangyung left Hankow on Friday and is due in Shanghai tomorrow morning.

The C.N. s.s. Whangpu left Hankow on Friday and is due in Shanghai tomorrow morning.

The C.M. s.s. Kiangshun left Hankow yesterday and is due in Shanghai on Tuesday.

The I-C. s.s. Kutwo will leave Hankow today and is due in Shanghai on Wednesday.

The C.N. s.s. Tatung will leave Hankow today and is due in Shanghai on Wednesday.

The I-C. s.s. Tuckwo will leave Hankow tomorrow and is due in Shanghai on Thursday.

The C.N. s.s. Chungking will leave Hankow tomorrow and is due in Shanghai on Thursday.

The C.M. s.s. Kiangteen will leave Hankow on Tuesday and is due in Shanghai on Friday.

The I-C. s.s. Esang will leave Hankow on Tuesday and is due in Shanghai on Friday.

The C.N. s.s. Woosung will leave Hankow on Tuesday and is due in Shanghai on Friday.

SOUTHERN PORTS

The B.I. s.s. Nerbudda, from Rangoon, was expected to leave Amoy for Shanghai on Friday.

The C.N. s.s. Soochow left Hongkong on Thursday and is due in Shanghai tomorrow.

The C.N. s.s. Sinkiang left Hongkong yesterday and is due in Shanghai on Wednesday.

The C.M. s.s. Hsinchi left Foochow yesterday and is due in Shanghai tomorrow.

The I-C. s.s. Choysang is due to arrive in Shanghai from Canton and Hongkong next Tuesday.

The C.M. s.s. Liangchow will leave Hongkong tomorrow and is due in Shanghai on Friday.

The C.N. s.s. Yingchow will leave Hongkong on Tuesday and is due in Shanghai on Saturday.

NORTHERN PORTS

The C.N. s.s. Tungchow left Tientsin on Thursday and is due in Shanghai, by way of Chefoo today.

The O.S.K. s.s. Fukuken Maru left Tsingtao at 7 o'clock Friday morning and is due in Shanghai tomorrow morning. It will sail for Foochow, Keelung and Takoa tomorrow.

The I-C. s.s. Hopsang is due to arrive in Shanghai from Newchwang, Dairen and Tsingtao tomorrow morning.

The C.N. s.s. Shuntien will leave Tientsin today and is due in Shanghai by way of Chefoo and Weihaiwei on Wednesday.

The S.M.R. s.s. Chohei Maru is expected to arrive in Shanghai from Dairen and Tsingtao this morning and will sail for same ports at 4 o'clock tomorrow afternoon. The tender with outbound passengers and baggage will leave the Customs Jetty at 3 o'clock.

The C.M. s.s. Hsinming will leave Tientsin today and is due in Shanghai by way of Chefoo Wednesday.

JAPAN PORTS

The N.Y.K. s.s. Yawata Maru left Moji for Shanghai on Friday and is due to dock at the N.Y.K. Wharf today.

The Blue Funnel s.s. Eurydaes left Yokohama on May 3 and is due to arrive in Shanghai by way of Yokkaichi, Kobe and Moji on May 13.

The N.Y.K. s.s. Hakuai Maru will leave Moji for Shanghai tomorrow and is due to dock at the N.Y.K. Wharf on Wednesday.

INDIAN PORTS

The B.I. s.s. Takada left Calcutta on April 28 and is due to arrive in Shanghai by way of Straits and Hongkong on May 19.

The P. & O. s.s. Kidderpore which sailed from Bombay on May 2, is expected to leave Singapore for Hongkong and Shanghai on May 12.

The I-C. s.s. Namsang is due to arrive in Shanghai from Calcutta, Straits and Hongkong tomorrow afternoon. The steamer will sail for Calcutta by way of Moji and Kobe next Wednesday afternoon.

EUROPEAN LINES

The Blue Funnel s.s. Alcinous, from Liverpool, left Singapore for Hongkong and Shanghai on April 27 and is due to arrive here today.

The M.M. s.s. Porthos will sail from Shanghai for Marseilles on Wednesday noon, May 10, and passengers may embark direct at the S.M.R. Whangpoo Wharf from 10 o'clock Wednesday morning. Heavy baggage must be delivered to the Company's godown before Tuesday noon, May 9.

The Blue Funnel s.s. Deucalion, from Liverpool, left Singapore on May 1 and is due to arrive in Shanghai by way of Hongkong on May 11.

The Glen Line m.v. Gleniffer is due to arrive in Shanghai from London and Genoa on May 16.

The Glen Line s.s. Radnorshire is due to arrive in Shanghai from London and Genoa on June 9.

The P. & O. s.s. Kashmir left London on April 28 and is due to arrive in Shanghai on June 7.

The P. & O. s.s. Khyber which sailed from London on March 31 with mails, is expected to leave Hongkong today and is due in Shanghai on May 10.

The P. & O. s.s. Plassy sailed from Shanghai yesterday and is due to arrive in London on June 20.

AMERICAN LINES

The Dollar s.s. Esther Dollar sailed from Port Said for New York on April 23.

The Lumberline s.s. Hanna Nielsen sailed from Portland, Ore., on April 15 and is due to arrive in Shanghai on May 11.

The Lumberline s.s. Unita sailed from Portland, Ore., on April 10 and is due in Shanghai by way of Yokohama tomorrow.

The North China Line s.s. Hannawa sailed from Portland, Ore., on April 17 and is due to arrive in Shanghai by way of Japan ports on May 20, thence to Hongkong and Manila.

The Dollar s.s. Celestial sailed from San Francisco for Yokohama on April 26.

The Adl. Line s.s. Scottsburg left New York for Yokohama on April 26.

The Adl. Line s.s. William Penn left Norfolk for Yokohama on April 24.

The Dollar s.s. Robert Dollar arrived in New York on May 1 and is due to sail for the Orient on May 10.

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The Dollar s.s. Robert Dollar arrived in New York on May 1 and is due to sail for the Orient on May 10.

The Dollar s.s. Bessie Dollar which sailed from Shanghai on April 19, left Yokohama for San Pedro on May 2.

The Dollar s.s. Harold Dollar left San Francisco for God Bay on April 26.

The Adl. Line s.s. Pine Tree State left Seattle on April 29 and is due to arrive in Shanghai by way of Yokohama and Kobe on May 16.

The C.P.S. s.s. Empress of Japan arrives off Woosung from Hongkong at 7 o'clock this morning and sails for Vancouver 5 p.m. The tender Victoria with incoming passengers from Hongkong is expected to reach the Customs jetty about 9:30 o'clock this morning, and the outbound tender with passengers and baggage, will leave at 2:30 o'clock this afternoon. The liner is due to arrive in Vancouver on May 25.

The O.S.K. s.s. Celebes Maru, from New Orleans, left Dairen Friday evening and is due in Shanghai tomorrow afternoon. It will sail for Hongkong, Saigon, Singapore, Rangoon and Calcutta on Wednesday.

The O.S.K. s.s. Manila Maru left Hongkong Friday afternoon and is due in Shanghai on Tuesday. It will sail for Tacoma by way of Dairen, Japan ports, Victoria and Vancouver on Wednesday.

The C.P.S. s.s. Empress of Canada will sail from Woosung for Vancouver by way of Yokohama on Friday, June 9.

The C.P.S. s.s. Empress of Asia which was due Woosung from Vancouver on Friday, arrived late yesterday afternoon and sailed early this morning for Manila and Hongkong.

The T.K.K. s.s. Shinyo Maru, from San Francisco and Honolulu, will leave Nagasaki at 2 o'clock this afternoon and is due off Woosung at midnight tomorrow night. The tender with incoming passengers is expected to reach the Customs jetty about 9:30 o'clock Tuesday morning. The steamer will sail for Manila and Hongkong Tuesday evening and the outbound tender with passengers and baggage, will leave at 3:30 o'clock.

The Adl. Line s.s. Alloway, from New York, arrived at Yokohama from Honolulu on Wednesday.

The Adl. Line s.s. Jadden, from New York, left Kobe for Chinnampo on Thursday.

The P.M. s.s. Golden State sailed from Shanghai yesterday morning and is due to arrive in San Francisco by way of Japan ports and Honolulu on May 25.

The P.M. s.s. Empire State which sailed from San Francisco on April 19, left Yokohama yesterday and is due to arrive in Shanghai on Wednesday.

The Adl. Line s.s. Keystone State which was due in Shanghai from Hongkong yesterday morning, has been delayed owing to dense fog and is now expected to dock at the China Merchants' Lower Wharf about 8:30 o'clock this morning. The liner will sail for Seattle at 7:30 o'clock tomorrow morning and is due to arrive there on May 24.

Sailed from Shanghai

FOR SAN FRANCISCO
Nile .....Apr. 1
Taiyo Maru .....Apr. 8
Hoosier State .....Apr. 18
Siberia Maru .....Apr. 27
China ..... April 28
Royal Arrow .....Apr. 29
Golden State .....May 6

FOR PORTLAND
Eastern Sailor .....Apr. 12
Niels Nielsen .....Apr. 14
Luise Nielsen .....Apr. 18
Pawlet .....Apr. 18
West Cayote .....Apr. 25
West Kader .....May 2

FOR VANCOUVER
Bessie Dollar .....Apr. 19
Emp. of Russia .....Apr. 22
Monteagle ..... April 28

FOR SEATTLE
Wenatchee ..... Apr. 9
Bay State .....Apr. 23

FOR TACOMA
Arabia Maru .....Apr. 14

FOR NEW YORK
Knight Templar .....Apr. 7
City of Oran .....Apr. 7
Kendal Castle .....Apr. 16
City of Melbourne ...Apr. 17
Gaelic Prince .....Apr. 20
Mabeyashi Maru .....Apr. 20
Diana Dollar .....Apr. 26
Blossom Heath .....April 28

FOR LONDON
Machaon .....Apr. 3
Novara .....Apr. 8
Atsuta Maru .....Apr. 9
Rhesus .....Apr. 13
Teiresias .....Apr. 21
Kalyan .....Apr. 22
Kashima Maru .....Apr. 24
C. of Calcutta .....May 3
City of Tokio .....May 6
Plassy ..... May 6

FOR LIVERPOOL
Peleus .....Apr. 5
Antilochus ..... Apr. 12
Anchises .....Apr. 15
Orestes .....Apr. 27

FOR HAMBURG
Glenamoy .....Apr. 3
Glentara .....Apr. 3
Glenariffe .....Apr. 10
West Falen .....Apr. 14
Altai Maru .....Apr. 20
Glenogle .....Apr. 30

FOR ROTTERDAM
Saparoea .....Apr. 20
Rotti .....Apr. 30

FOR MARSEILLES
Amboise .....Apr. 3
C. M. Maillol .....Apr. 4
Cordillere .....Apr. 14
Amazone .....Apr. 29

FOR COPENHAGEN
Tongking .....Apr. 19

FOR BOMBAY
Sicilia .....Apr. 1
Dunera .....May 1

FOR CALCUTTA
Japan .....Apr. 14
Tanda ..... April 28

Passengers Arrived

Per C.M. s.s. Hsin Kiangteen from Ningpo: Messrs. A. Fenus, C. H. Lavers, Mr. and Mrs. Fitzsimmons, Mr. and Mrs. Woodworth.

Per C.M. s.s. Kiangwah from Hankow: Messrs. R. C. Groves, W. Campbell, A. Hodge, Mrs. B. Perinn, Mrs. Filemon.

Per C.N. s.s. Ngankin from Hankow: Dr. and Mrs. Ford, Mr. Kuther, Mrs. Hughes; from Wuhu Lieut. T. R. Beatty, Rev. F. E. Lind and son; from Chinkiang: Mr. and Mrs. W. C. Bond.

Per I-C. s.s. Loongwo from Hankow: Lieut. R. Crusham, Mr. C. J. Struven, Mr. and Mrs. J. M. Smith, Mr. and Mrs. H. G. Lowe.

Per S.H. s.s. Shin'ee from Vladivostok: Mr. and Mrs. Wakarewitch, Mr. and Mrs. Miller, Messrs. Yorke, Giani, Beilin, Hvoroff, Bootakoff, Marecek, Rojas.

M Messageries Maritimes M

SERVICES CONTRACTUELS.
MAIL STEAMERS.

	Next sailings from Marseilles	Probable arrival at Shanghai	Probable sailing from Shanghai
PORTHOS			10th May.
ANGKOR	24th March	2nd May	27th May.
ANGERS	18th April	26th May	.... June.
AZAY LE RIDEAU	21st April	29th May.	24th June.
ARMAND BEHIC	5th May	12th June	8th July.
CHAMBORD	19th May	26th June	22nd July.

LIGNES COMMERCIALES (Cargo Boats)

"COMMANDANT DORISE" expected Shanghai on the 20th of May.
"COMMISSAIRE P. LECOCQ" expected Shanghai 1st part of June.
Steamers and dates subject to alteration without notice.
Tel. 3260 Shipping Department. Tel. 987 Passenger Department.
Offices: 9 French Bund.
CONSIGNATION. TRANSIT. REPRESENTATION.

AUCTION SALES

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L. MOORE & Co. LIMITED

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45 Kiangse Road Shanghai

Phone { Auction Dept. C. 15. / Fire Loss Adjusting Dept. C. 6123

AUCTIONS

Favoured with instructions from The Concerned will sell by Public Auction at
NO. 17 ROUTE DOUMER
On Monday, 8 May at 10 a.m.

THE WHOLE OF THE SUPERIOR HOUSEHOLD FURNITURE AND SUNDRIES.

Contained therein

HALL.—Axminster rugs, Bevelled mirror back Hat & Umbrella stand, Coir mats &c.

DRAWING ROOM.—Good Axminster carpet, Plush rug, Fire brasses, Embroidered fire screen, Brass coal box, Tapestry, upholstered double spring couch & Arm Chairs, Mantel mirror, Mahoganystained Centre table, Bookcase, Chairs, Muslin curtains, Clock, Blackwood flower stands, Velvet curtains, &c.

DINING ROOM.—Axminster carpet, Bookcase & desk combined, Small sideboard, Extension Dining table, Bookshelf, Dining chairs, Lacquered carved screen, Embroidered fire screen, Mantel mirror, Electric table fan, Cuckoo clock, Small desk,

BEDROOMS.—Mahoganystained Bedroom suite fitted with bevelled mirrors, Wooden double bedsteads, Iron cot, Toilet crockery, Linen Cupboard, Tricycle, Scooters, Rattan chairs, Baby's Table & Chairs, Oakstained bevelled mirror door wardrobe, Mirror back dressing table, Chest of drawers, Washstand, Mat carpets, Oakstained Twin Bedsteads, Framed bevelled mirror, Mosquito curtains, Coal scuttle, Tile top washstand, Mahoganystained mirror door wardrobe, Dressing table, Round table, Matting, Marble top washstand, &c., &c.

PANTRY & KITCHEN.—Good Cooking, stove, table, filter, Cooking utensils, Sink, Hot water boiler &c.

Electric fittings throughout
On view Sunday the 7th. inst

34 SEYMOUR ROAD

Acting under instructions from the representative of the Estate of the late
Peter Marshall
will sell by Public Auction within the premises
NO. 34 Seymour Road
On Tuesday, May 9th commencing at 10 a.m. and continuing at 2.30 p.m.

THE WHOLE OF THE SUPERIOR AND ARTISTIC HOUSEHOLD FURNITURE AND REQUISITES
contained therein

HALL.—Mirror back hat & umbrella stand, Axminster stair carpets &c.

STUDY.—Axminster Carpet, Tapestry unholstered Double spring Couch and Arm Chairs, Rattan chairs, Morriss rocking chair, Bookcase & books, Carved centre table, Brass vases, Brass, stirrups, Mantel mirror, curtains, Wall plate, Lacquered tray with folding stand, jade vases, Pictures, Brass jugs, &c.

DRAWING ROOM.—Skin rugs, Foreign Porcelain figures, Fancy vases, Brass fender, coal box, Fire brasses, Fancy porcelain Photo frames, Electric reading lamp, Carved oak folding card table, Art Brass photo frames, Imported mahogany tea table, gilt clock, Upholstered Chesterfield Couch & Double spring arm chairs, Chinese blackwood arm chair, Flower stands, Large brass jardiniere, Brass vases, Ornaments, Art brass electric table lamp, Piano stool, Chinese blackwood teapoys, Pictures, Oil paintings, Cretonne curtains, Indian brass ware, Blackwood cabinet, Mahoganystained flat top desk, Desk Chair, down cushions, Blue & white porcelains, Blackwood Curio cabinet with cupboard combined, &c.

DINING ROOM.—Brass fender, Mantel mirror, Marble clock, Mahogany stained bevelled mirror back sideboard, Cellarette, Extension dining table & Chairs, Mirror back Corner cabinet, small desk, Good E. P. ware, Crockery, Very fine glass ware, Drying bottle &c., &c.

BEDROOMS.—Large Axminster carpets, Large unpolished teak mirror door wardrobe, Brass single bedstead, Woollen blankets, Rattan chairs, Teak round table, Linen cupboard, Dressing table with 3 mirrors, Teapoys, Wall clock, Electric reading lamp, Mahoganystained mirror door wardrobe, Dressing table Davenport, Obong table, Plush covered sofa, Brass double bedstead, Pictures, Chairs, Medicine cabinets Cretonne curtains, White enamelled marble top washstand, Porcelain ornaments, Rattan writing desk, Shaving mirror, Chest of drawers, White enamelled table, Couch & Arm Chairs, Pictures &c., &c.

MORNING ROOM.—Rattan chairs, curtains, Axminster carpet, Mahogany stained Chest of drawers and cupboard combined, desk with pigeon hole, cabinet, Vases & ornaments &c.

NURSERY.—Axminster carpet, Gramophone, Cabinet & Records, White enamelled baby's table & Chairs, White enamelled single bed, Chest of drawers, White enamelled 3 door Wardrobe, Cupboard, Baby's desk, Nursery pictures, fire guard Willcox a Gibbs treadle sewing machine, Matting, Desk, Table & Chair &c.

PANTRY & KITCHEN.—Pantry cupboard, Dresser, Meat safes, White enamelled cupboard, Marble top table, Filter, Cooking utensils &c. good electric fittings throughout

also

1 Fine tone iron framed piano by Moutrie 3 Enamelled iron Bath & 1 Lavatory Basin

On view Sunday and Monday the 7th and 8th

Tuesday 9th May In Rear Salesroom Commencing at 10 a.m.

USEFUL HOUSEHOLD FURNITURE, SUNDRIES AND LADY'S AND GENT'S CLOTHING ETC.

Including.

Croquet set, Fire brasses, iron and brass fenders, single iron bedstead clothes stand, Motor car inner tubes, CHILD'S FINE WOODEN BED WITH MATTRESS, DITTO IRON COT, Carpets, marble top washstand, IRON SAFE WITH STAND, Pictures, picture frames, GEYSER, folding wooden bed, dining room chairs, teak wood book case, mirror back washstand, Japanese fire screen, "VEEDEE" VIBRATOR, photographic utensils, "KNICKERBOCKER" SHOWER BATH WITH ATTACHMENTS, 3 speed ceiling fan switch, canvas awnings for the verandah, large zinc lined carpet repositary, LADY'S AND GENT'S CLOTHING BOOTS AND SHOES.

and a long list of Sundries.

On view Monday.

VALUABLE JEWELLERY

Favoured with instructions from
THE CONCERNED
Will sell by Public Auction in our Front Salesroom
On Tuesday, May 9th at 10 a.m.
A Choice Collection of Jewellery and Precious Stones

Comprising:
Gold Hat Pins with Pearls, Diamonds, Rubies and Sapphires, Gold Chains, Necklaces, Buttons, Bracelets, Lockets, Rings, Charms, Cuff Links, Pencils, Cigarette Cases, Wrist and Other Watches, Silver and Metal Watches, etc., etc.
On View Monday.

Wednesday 10th May In Front Salesroom, Commencing at 10 a.m.
SUPERIOR HOUSEHOLD FURNITURE AND SUNDRIES

Including.

TEAK SIDEBOARD, DITTO MIRROR DOOR WARDROBE, White enamel mirror door wardrobe, ditto dressing table, do chest of drawers, do double bed, Rattan ware, brass double bed, MAHOGANY STAINED DINING TABLE, DITTO DINING CHAIRS, DO CHEST OF DRAWERS, Arm chairs, GREEN STAINED MIRROR BACK WARDROBE ditto chest of drawers, library table, Shoe box, WHITE ENAMEL TEA TABLE DITTO SMALL DESK, do BOOK CASE, mirror back hat & umbrella stand, Tientsin CARPET 6 x 8, ditto 9 x 12, Serving table, door mats, hearth rugs, brass stair rods, fire screen, coal scuttles, CURIOS, HAND PAINTED TRAY, KODAK CAMERA, Tennis rackets, tapestry covered spring couch, and arm chairs, skin rugs, electric heating stove, Japanese tea set, ROLL TOP DESK, cabinet, easy chairs, GLASSWARE, Hall table do chair, Record cabinet, occassional tables, single iron bed with mattress, double wooden bed with mattress, heating stove, large wardrobe, large iron bath, TWEED SUIT LENGHTS.
and a long list of excellent Sundries
also
SILVER TEA SET.
OLIVER TYPEWRITER CORONO SUIT LENGTHS.
IRON FRAME "MOUTRIE" PIANO. HARMONIUM.
On view Tuesday.

SUNDRY GOODS

IN BACK SALESROOM
On Wednesday, May 10th at 2.30 p.m.

10 cases Eau de Cologne, 1 case Sanatogen, 1 Platform Scale, 1 case Butter, 1 case Biscuits, 10 cases Oxtail Soup, 12 cases Oxford Sausages, 1 case Concentrated Soup, 4 doz. Thermometers, and Digipuratum, Portfolio Files, Register Files, Wire Baskets, Ink-stand, Counting Cards, Stamp Pads, Singlets, Socks, Gloves, Money Purses, Shoes, and 1 Bale Sole Leather, Stockings, etc.

also

20 CASES OF DU PONT HIGH CLASS PAINTS AND VARNISHES &C., AS FOLLOWS:—

Auto Enamel Window Brown, Cream, Gray, Auto Ground Coat Cream, Gray, Red, Sanitary Glass Blue Sky, Buff, Cream, H. P. Dark Blue, H. P. English Brown, H. P. Colonial Yellow, Sanitary Flat Light Buff, Brick Green, Floor & Dock Paint, Golden Ochre, Stain Finish Graining Ground, Mahogany, Light Oak, Chrome yellow, House Paint, Extra Zinc.
On View Tuesday.

PRELIMINARY NOTICE.

Chinese Scrolls, old Embroideries Porcelains & Bronzes

L. Moore & Co., Ltd.

Will hold an Auction at the end of the present month of a small collection of the above in which every piece offered will be of first class quality and unique in itself. Limits if any will be declared in the Catalogue and all pieces will be guaranteed.

L. MOORE & CO., LTD.
No. 45 Kiangse Road.

W. FUNDER & CO.

AUCTIONEERS, REAL ESTATE AGENTS, VALUERS, and APPRAISERS.

Favoured with instruction from the Concerned the Mortgagees in possession of the properties of the Hsin Nieh New World Co. (The Mortgagors)
will sell at its offices
at
No. 49 KIANGSE ROAD

The Amusement Halls of the said Hsin Nieh New World Co. together with all its properties consisting of residue of leases, buildings, furniture, fixtures and effects in one block as a going concern.

The particulars of the said properties, the date and the conditions of sale will be published later.

TIENTSIN AND PEKING
RUGS AND CARPETS
BIG ASSORTMENTS—RETAIL AND WHOLESALE
Also Old Persian and Turkish Rugs
CHINA RUG COMPANY
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"DRAGON BRAND"

PURE CHINESE SILK HOSIERY
WITH
BACK SEAMS
which improves fitting and appearance.
Superior quality.
Fast dyes, styles and sizes according to foreign standard. Export our Speciality.
The Pioneer Knitting Mill
Wholesale Office,
A61 Szechuen Road.
Retail by
Ching Tai Cheong
64 Szechuen Road
(opp. to Ningpo Road).

W. Funder & Co.

Auctioneers, Real Estate Agents, Adjusters, Appraisers, and Coal Merchants
will sell by Public Auction within their Salesroom
NO. 49 KIANGSE ROAD
On Monday, the 8th May 1922.
At 10 a.m.
A Large quantity of Assorted Italian, Crystal & Fancy Glass ware
also
A quantity of E. G. Ware,
also
A large quantity of enamelled ware, assorted size.
Comprising:—
Liquor sets, milk and water jugs, large and small vases, flower tools, carafe, water tumblers,
etc., etc., etc.
to be divided into small lots suitable for purchasers

On view Saturday & Sunday

W. Funder & Co.

Auctioneers, Real Estate Agents, Adjusters, Appraisers, and Coal Merchants
will sell by Public Auction within their Godown
Corner of Szechuen & Kiukiang Roads.
On Tuesday, the 9th May
at 2.30 p.m.
SUNDRY CARGO & MACHINERY
Comprising:—
Laundry soap, blue, black, and red inks, hair and florida water, cigars, paints, harness, cotton threads, aluminium tea spoons, rubber packing, face powder, brushes, assorted provisions, green peas, Eau de cologne, sweets, glass bottles, rings, water boilers, etc., etc., etc.
also
VAN BLERCK MOTOR CO.,
100 H. P. Model F dual ignition, Bosch magneto
1 "Emblem" motor cycle 2 cylinders
1 "Indian" motor cycle baby 2 cylinders

On view morning of sale

W. Funder & Co.

Auctioneers, Real Estate Agents, Adjusters, Appraisers, and Coal Merchants
Having been favoured with instructions from
THE CONCERNED
THE ORIENTAL STOCK AND PRODUCE EXCHANGE & CO., LTD.,
"NEW WORLD BUILDING"
will sell by Public Auction
At No. F. 1 Bubbling Well Road.
On Thursday, the 11th May 1922.
Commencing at 10 a.m.
and
Continuing at 2.30 p.m.
EXCELLENT OFFICE FURNITURE AND EFFECTS ETC.
Comprising:—
Writing desks, single and double counters with brass railings, high desks, tables, clocks, carpets, drawing sets, jardinieres, brass cuspidors, electric lights, electric fans, chairs, tables, letter files, teapoys, copper boilers, commodes, electric bell, fittings, brackets, wooden railings, partitions, roll-top desks, white metal tea boilers, waste paper baskets, abacus, sundry stationery, clock time stamps, punch machine, Chinese crockery ware, inkstands, duplicators, uniforms, gas piping, lamps and sundries etc.
also
2 Bode safes (Hannover)
1 Allsteel safe double combination lock
1 Large double door Herring-Hall Marvin & Co., safe with combination lock
1 "Underwood" Typewriter No. 3

On View Wednesday

U. S. A.
LATEST
SPRING
STYLE'S
Select your Spring Suit, Overcoat, Tuxedo, Full Dress, etc. from my most complete line of latest Seasonable Clothes.
I am located at
G20, Tiendong Road
(only a few steps from Broadway)
THOM SHING
AMERICAN STYLE
TAILOR

Auction of Sundry Cargo

Noel, Murray & Co.,

LIMITED
Will sell at Salesroom
On Monday, the 8th May, 1922,
Commencing at 2.30 p.m.
A LARGE QUANTITY OF
New Towels, Shoe Polish, Ladies' Stockings, Men's Socks, Canvas, Glazed Transparent Paper, Galiv. Iron Baths, Cut Tacks, Pond's Vanishing Cream, Fly Remover, Iron Piping, Taplex Foot Warmers, Glue, Rubber Hose, Drawing Instruments, Photographic Paper and Films, Aquaperid Mineral Water, Condensed Milk, "Isherwood Bros." Cigarettes, Cigars, Flour, Black Tea,
etc., etc., etc.
also
24 Bales M. G. White Paper
5 Pkgs. Cotton Spinning Machinery Card Frame Sides (Damaged) made by "Brooks and Doxey Co."
13 Cases Aniline Dyes (Violet) Damaged by Water.
6 Miller Tyres 32 by 3½.
59 Miller Tubes 32 by 3½ and 31 by 3½.
6 Buck-skin Tyres 32 by 3½.
7 Sets Pull U Out Machines.
9 Coils Steel Wire Rope 2" 3"

On View Morning of Sale.

Noel, Murray & Co.,

LIMITED
Acting under instructions from
Mr. LEE VAN CHING,
Proprietor of
The Chinese Art Gallery
Will sell within the premises
No. 416 RUE AUGUSTE BOPPE
(Late Rue Eugene Bard)
Corner of Rue Amiral Bayle
On MONDAY, TUESDAY and WEDNESDAY, the 8th, 9th and 10th May, 1922, commencing at 3 p.m. each day and continuing until 7 p.m.
(Tea and refreshments will be served gratis between 4.30 and 4.45 p.m.
An exceptionally fine collection of old
Chinese Curios, Porcelain Carved Redwood Furniture
from Tang, Soong, Yuen, Ming, Kanghi, Yungching, Chiaching, Chienlung, Taokuang and later periods,
Consisting of:—
Vases, jars, bowls, plates, cups, flower pots, pen holders, josses, bronze and brass vases and incense burners, carved crystal and jade vases and ornaments, inlaid panels, table screen, enamelled and cloisonne ware, silk embroideries, etc.
also
An important Chung-yao dish of Sung dynasty
One large gilt bronze sitting Buddha of Tang dynasty
One fine carved Imperial Palace shrine
One well carved Imperial Palace Lapis Lazuli sitting Kwangyin of Chienlung period obtained from Peking Palace during the Boxer Trouble.
One Large Green Jade Figure
One Five-coloured Vase with decorations in High Relief of Kanghi period
One large Pure White Jade Vase with Original Cover of Chienlung period
One set 8-fold exceptionally fine Inlaid Jade Hall Screens
One Large Green Jade Vase
also
Old Chinese Redwood Furniture
Including:
Yunnan marble-top and inlaid tables and chairs, Ing-Moh inlaid tables and chairs, side tables, arm chairs, teapoys, jardiniere stands, etc.

NOTE:—EVERY article is guaranteed by Mr. Lee Van Ching to be genuine and as described in the catalogue. Money will be refunded on any article proved not genuine within ten days.

LIMITS:—In the case of reserve prices same will be given to anyone applying to the Auctioneers both before and during the sale.

ADMISSION by catalogue only; price 50 cents each, to be obtained on the premises or from the Auctioneer's. The proceeds of the sale of catalogues will be devoted to charity.

NOTE

MONDAY, Lots 1-274 will be offered.
TUESDAY, Lots 275-577 will be offered.
WEDNESDAY, Lots 578-810 will be offered.

On view from noon Thursday, 4th May, and afterwards from 9 a.m. daily until morning of Sale.

Super Wireless To Link World, He Says

(China Press Service)

New York, May 5.—E. J. Nally, president of the Radio Corporation of America returning from Europe said that all parts of the globe soon will be linked with super-power wireless stations as a result of an agreement of powerful American, British, French and German companies.

Fined Y. 200 For Causing Hotel Fire

(Reuter's Pacific Service)

Tokio, April 27.—The employe of the Imperial Hotel accused of responsibility for the fire that destroyed the hotel building was tried in the Tokio Local Court this morning and sentenced to a fine of Y200.

AYRTON'S

COCOANUT OIL SHAMPOO
NATURE'S OWN TREATMENT
It will enhance and preserve the beauty of your hair, bring out its tone and colour, and eradicate dandruff. "Fine, soft, glossy hair" is the certain reward of those who make its use habitual.
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$1.00 per bottle
It must be
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"BEAR BRAND" STERILIZED
BERNESE ALPS MILK—
"The Richest of all Tinned Milks Tested"
says the committee on Infant and Invalid Diet of the Medical Missionary Association of China.

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Sole Agents
ANDREWS & GEORGE
No. 62 Kiangse Road, Shanghai.
Phone C. 454.

Just Arrived
Italian Sausages
(SALAMI)
in splendid condition.
Apply to
F. VENTURI
A. 231 Szechuen Road
Tel. C. 8
COMPAGNIA ITALIANA CIDEO D'ESTREMO ORIENTE

Steamers Arrived

May 6—from Ningpo, Hsin Kiangteen.
May 6—from Japan, Meunsterland
May 6—from Cruise, Pingching.
May 6—from Hankow, Kiangwah.
May 6—from Hankow, Loongwo.
May 6—from Hankow, Ngankin.
May 6—from Hankow, Sulyang Maru.
May 6—from Dairen, Tsenglee.
May 6—from Vladivostok, Shinlee.
May 6—from Chefoo, Shinyue.
May 6—from Tientsin, Hsinfung.
May 6—from Vancouver, E. of Asia.

Steamers Departed

May 6 s.s. Hanping for Hankow.
May 6 s.s. Kianghsin for Hankow.
May 6 s.s. Suiwo for Hankow.
May 6 s.s. Luenyi for Hankow.
May 6 s.s. Changon for Hankow.
May 6 s.s. Fengyang Maru for Hankow.
May 6 s.s. Hsinchang for Tientsin.
May 6 s.s. Golden State for San Francisco.
May 6 s.s. Shantung for Hongkong, etc.
May 6 s.s. Sunning for Tsingtao.
May 6 s.s. Haean for Wenchow.
May 6 s.s. Yungho for Antung.
May 6 s.s. Kumano Maru for Japan.
May 6 s.s. C. of Tokio for London.
May 6 s.s. Shawhsing for Newchwang.
May 6 s.s. Daitoku Maru for Ningpo.
May 6 s.s. Plassy for London.
May 6 s.s. Fengtien for Tientsin, etc.
May 6 s.s. Changsha for Ichang.
May 6 s.s. Hsin Kiangteen for Ningpo.

Passengers Departing

Per I-C. s.s. Koonshing for Weihaiwei: Mrs. Macgregor Smith; for Chefoo: Mr. Russell; for Tientsin: Mr. and Mrs. Wong, Lieut. Obrecht, Major Harding, Mrs. Carme, Mrs. Purverken, Mr. Mrs. Rodney Gilbert, Mr. and Mrs. Rousseau, Mrs. and Miss Gunter, Mrs. Esslin, Mr. and Mrs Tai, Mrs. Dobbie, Messrs. Harvey, Puiner, L. Lator, E. W. Black.

Per Adl. Line s.s. Keystone State for Seattle and Victoria: Mrs. J. Hoyt, Mr. and Mrs. J. S. Emens, Mrs. E. Waite and three children, Mrs. A. R. Montgomery and daughter, Mr. and Mrs. P. McKnight, Mr. and Mrs. A. E. Sleap and son, Mr. and Mrs. Wm. Dickson, Mrs. E. W. Shirk, Mr. and Mrs. J. Karkatzky, Mr. and Mrs. P. MacEchron and two sons, Mrs. L. M. Chandler, Miss R. Coney, Messrs. S. A. Hawthorne, P. C. Phillips, H. L. Lukens, F. A. Hollobaugh, P. A. Grafton, O. Lambert, C. C. Coldron, W. B. Haughwout, H. B. Niles, A. F. Timme, O. S. Cole, F. E. Hamel, Foo-Sec Fong, Huntington Chao, H. Hobden, J. L. de Zutter, Wm. Liebman; for Kobe: Messrs. S. G. Kirkland, S. W. Holmes, Mrs. S. S. Durfee, Misses J. K. and A. M. Taylor.

MAGAZINE

The China Press

大陸報

AUTOMOBILES

SHANGHAI, SUNDAY, MAY 7, 1922

A Jazz Opera for Mary Garden!

Irving Berlin, Ragtime Wizard, Says He Will Compose It and Miss Garden Says She Will Produce It "If She Likes It," and Even Sing the Star Role

"A jazz opera with syncopated sextettes, saxophones and slide trombones, and a tenor singing in the manner of Al Jolson, isn't just a jazz-mad dream. Irving Berlin has formally announced he intends to write it."—The Orchestra Conductor in the Nifty Straw Is Mr. Berlin.

Mary Garden, Who May Be the Star of Irving Berlin's Jazz Opera. "It's but a step from Salome to the shimmy."

(C) Matzene Chicago.

A JAZZ OPERA, produced four or five years hence by the Chicago Opera Company, with a Southern setting, syncopated arias and sextettes, saxophones and slide trombones overshadowing stringed instruments, a tenor singing in the manner of Al Jolson, and a ballet that shimmies, isn't just the jazz dream of a jazz-mad jazzer. It's more than possible.

Irving Berlin, foremost composer of jazz in the world, has formally announced he intends to write it. Mary Garden, manager of the Chicago Opera Company, will produce it "if she likes it," and may sing the star role. And the musical intelligentsia, instead of laughing, are discussing the proposal with serious and almost eager interest.

Some of them ask, "Why not? Other nations have produced grand operas characteristically their own. America alone has no such distinction. What is the characteristic music of America? Is it not, after all, jazz? Then let's have America's own jazz opera!"

If, as they suggest, jazz may be a great new musical form, unrecognized as such by the pundits, scorned by the critics even as Wagner's "music dramas" at first were derided by the critics of his day; if jazz only waits the touch of a master hand to take its place with German and Italian opera as America's contribution to operatic art, then they agree Berlin is the logical man to undertake the experiment.

Not even the scoffers laugh at Berlin. They admit he is a genuine artist in his own field—the Wagner of ragtime. Europe has applauded the genius of the man who wrote "Alexander's Ragtime Band," "Everybody's Doing It," "All by Myself," "You'd Be Surprised," "Oh, How I Hate to Get Up in the Morning," "Say It With Music," and a hundred other tunes that have been whistled around the world. Where Italian and Parisian musical journals hail him as the creator of an entirely original and interesting musical form, American critics can do nothing less than listen seriously when Berlin quite as seriously declares he will write a jazz opera. And this is what Berlin says:

I am determined to do this as a serious composition, for I am convinced that eventually the great American opera will be written in that form, though some persons may now be able to trace vulgarity in it. As soon as my more commercial undertakings are completed, I mean to get at it. It is possible the scenes may be laid down South during the Civil War, where sentiment in America seems naturally to turn."

When Berlin capped this statement with his announcement of Mary Garden's promise, and when Miss Garden, approached, smiled favorably, raised a mysterious eyebrow, and paid a glowing compliment to Irving Berlin as an artist and a friend, the doubters and scoffers began to slip off their nigh brow horses.

Perhaps this horrid jazz, denounced from the pulpit, "resoluted" against by city councils and clubwomen, barred here and banged there, yet hummed by flappers and fathers, hurdy-gurdyed on every street corner, played on a million phonographs, danced the length and breadth of America—perhaps, after all, its shoulder-shaking rhythm expresses the restless, seeking spirit of the nation as the melodic efflorescence of Italian opera or the conventional German idiom never could do.

Thus, when Irving Berlin sets himself to compose a jazz opera, he will get as much earnest attention from the McCormicks and the Gattis of America as they gave to Italy when Puccini stunned them with the announcement that he had chosen the American wild west as the setting for a new work.

No American would have thought of doing that, they said then. And they are saying now that no American, except Irving Berlin—unique in his jazzy pre-eminence—would or could think of doing a jazz opera. But Berlin stands alone. Already he has demonstrated that opera and jazz are not too far apart for a bold venturer to wed them.

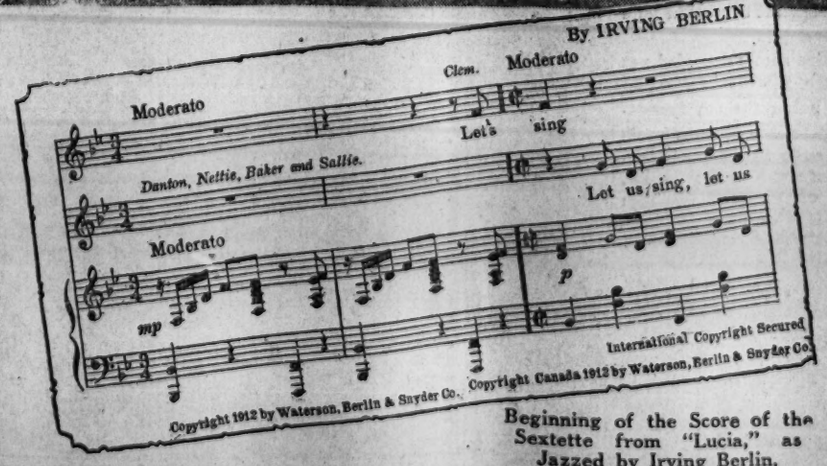
The occasion was several years ago. The subject was the justly famous sextette from "Lucia di Lammermoor." Some of Berlin's rag-writing colleagues had not been above cribbing from opera for a long time. Half the popular hits on Broadway smelled of Verdi and Puccini and Beethoven or some other classic composer. So common did the practice become that the publishers of "Avalon" became defendants in a damage suit charging the rag was lifted note for note from "La Tosca."

But Berlin, frankly and deliberately, took the sextette and jazzed it by accenting the off-beat, thereby making one of the biggest strikes of his career. It was simply syncopation applied to melody, and that is what Berlin says his method will be in writing his jazz opera. Properly speaking, he says, it will be "syncopated opera."

What else it will be the musical critics are bewilderedly wondering. What barbaric and passionate effects it will achieve which conventional grand opera cannot compass. What instruments it will introduce for which opera parts never before have been written! What strange saxophone strains! What weird overture of muted cornets and smashing drums! Perhaps the derby hat, stand-by of every jazz band, will have a part in jazz opera. Perhaps cowbells will be rung, guns fired, and tin cans rattled. And yet, with it all, it may be "the great American opera," though its libretto read something like this extract from Berlin's jazzed "Lucia":

Let's sing!
Let us sing, let us sing
Some ragtime op'ra,
Ragtime op'ra!
Let's sing,
Let us sing, let us sing
Some op'ra grand!
We understand
About a man,
Let us sing about a man
Called Ephraham,
Ephraham, Ephraham!
Who heard,
Who heard the sextette
From Lucia, so beautiful, so beautiful.
Ev'ry night, you'd see him sitting in the gallery
At the op'ra house, quiet as a mouse.
He loved to hear Caruso sing his part so tenderly;
When he struck a high one, to the sky one,
Ephraham would begin to holler
"That note alone is worth a dollar!"
Take it!
Take it!
Make it! Make it!
Jump to the top of the house and shake it soon,
Very soon, very soon!
This op'ra darkey,
Op'ra darkey,
He bought,
Yes he bought, yes he bought!
That score you bet!
That sweet sextette!
He hunted then,
He went out and hunted then
For colored men,
Colored men, colored men
Who could, who could
Sing that sextette he heard so beautiful, Beautiful.
Soon he found some coons who understood the harmony;
And they said: "We'll do it; go right to it!"
So he gave them parts and said: "The hard one is for me."
They started tuning up their voices.
Ephraham, at the old piano,
Struck a chord in fancy manner.
Swaying—swaying,
Saying—saying:
"Start to sing, never mind playing so."
They began; they began
To sing the sextette,
Sing the sextette.
And say,
Let us say, let us say
It was a bird.
When Ephraham heard
He shouted "Stop!"
But the singers wouldn't stop
They'd rather drop, rather drop
Than stop!
That sextette from Lucia so beautiful, beautiful.

Would These Sixteen "Good Morning, Dearie" Steppers Qualify for the Syncopated Opera Ballet of the Future?



Beginning of the Score of the Sextette from "Lucia," as Jazzed by Irving Berlin.

Costume Ball Gowns

By Lady Duff-Gordon

LADY DUFF-GORDON, the famous "Lucile" of London and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

By Lady Duff-Gordon
("Lucile")

THE end of the Winter season is marked by the costume ball at which society comes forth in all its magnificence. No gown is too gorgeous for this occasion; in fact, the more gorgeous the gown, the more appropriate it is. Seldom do the guests don the costumes of foreign lands unless the ball be given specifically as a masque. But the costume ball to which I refer takes on the sparkle of the once-upon-a-time type of ball where Cinderella found her fame.

Exquisite indeed is the gown of heavy satin and silver tissue that boasts its novelty in the long train from the sleeve. Unlike the extreme decollette of Winter wear, the bodice holds snug to the sleeves and shoulders and clings to the princess line until it reaches the hips. Draping not only high lights the satin skirt, but allows for the sub-train that trails off into its tissue point below the upper and wider train from the sleeve. Jewels of sparkling hue and lustre are imbedded in the coronet of Russian design that decorates the otherwise simple coiffure.

The young girl will find a charming gown of lace and ribbon in the model of sheer fullness. The bodice is almost entirely of ribbon, opening at front to reveal the lace beneath that completes its upper part. Marie Antoinette ribbon flowers trim the skirt and peep through from some of the folds beneath. Yet it cannot be too simple for this lavish occasion, so the wearer chooses a beautiful coiffure ornament to add the note of splendor so necessary.

The model at centre shows spangled net clinging to the figure, the tunic falling in transparent points below the net foundation, giving the appearance of slenderness to the wearer. Although the bodice is simple in design, it does not lack in splendor, with a gay array of iridescent spangles all over its sheer surface.

An imperial head-dress of rhinestones and ostrich completes this lavish costume.

FASHIONS — Colors Rule This Season

The fashions for spring this year will be, first of all, colorful. Then, having fulfilled that mission, they will proceed to elongate the silhouette a trifle, to retain great fulness in the skirts and sleeves and to keep about them as much of the picturesque as it is possible for them to maintain.

Then for the details—they will be many and lavish, for as each new frock makes its appearance upon the horizon of style, one realises with a fresh thrill that there is really no end to the diversity of thought and effort which has been spent upon the soft, inoffensive little bits of nothingness that call themselves spring gowns. They look harmless enough, but the care and art which have been spent upon them are worthy of more tumult and tempest. Any girl, as she makes a minute examination, can see how intricate are all of the little touches that go to make them interesting.

The Costume Suit is the most conspicuous change that has come about in the matter of generalised fashions. Except in sports clothes, the coat and suit is no longer an ultra fashionable thing to do, but, this year, you must have a dress with its coat or its cape or its wrap to match before you can consider yourself a part of the fashionable vanguard of women's styles.

The dress which makes up a part of this costume suit is usually of an extremely simple nature. Its waistline is long and slightly bloused, and when it has any sleeves at all they are of the variety that are long and drapey and full and more often than not transparent. Of trimming there is little or none. It confines itself to edgings and spots of embroidery or to an additional amount of material in the same color, but of a different texture. At any rate it is bound to be quietly done so that it can hardly be called trimming in the strictest sense of the word.

Then the little coat or the light cape or the voluminous wrap made to go with it is of the very same material with a lining of the trimming color or material as the case may be. And the whole beauty of the idea is that one looks just as smart and exquisitely gowned when one wears one's wrap as one does when it is removed. And then the hat goes with both costumes equally well. Really, when the facts are boiled right down, the costume suit is found to be an economy garment just as surely as it is a fashion leader in the ranks of smart society.

The Draped Evening Dress and its sister the voluminously full evening dress are running each other in strong competition. For a certain type of girl—the one who is tall and thin and statuesque—there is nothing to equal the draped gown which has only its material and its lines to mark it as important. Then, for the opposite type of girl—the one whose hair fluffs, whose figure is plump and whose height is of inappreciable substance—there is the puffed out dress with rosebuds and bows of ribbon for its trimming.

For both of these sorts of frocks the thin chiffons and georgettes in the brightest of tones are made use of. For the fluffy sort the material is cut in points and rounded petals, gathered closely into a high waistline and puffed out over the hips with distending pieces of boning. For the other sort, the transparent fabric is draped over folds or heavy satin and, while the edges are kept of a selvage or picoted nature, the ends are weighted in so miraculous a manner that the whole effect is of one long and uninterrupted droop.

Daytime Dresses are full and long and drooping and simple in effect. They are, in fact, constructed in so artful a manner that they give the maximum of charm for the minimum of labor and trimming. They have the effect, nearly all of them, of being draped and carefully adjusted to the individual figure. The fact is, in reality, that the girl of this spring is becoming, by the minute, more gracefully picturesque. She is stepping, slowly but surely, out of the over-youthful flapper class into the more alluring feminine role. When she wants to be a flapper she wears sport clothes, for there she is privileged still to be as kittenish as she chooses.

Sport clothes have burst forth into as many colors as the harbored or even remotely suggested by the rainbow. You who love color, and where is the girl who does not, can indulge your gay tastes to the uttermost limit. There are pinks and blues and greens and heather mixtures of all sorts. There are scarfs that make you glad to meet them even casually upon the streets. There are separate coats with pleated skirts with plaids and stripes of the happiest variety. There are capes which fairly sing the character of their cozy warmth. There are round little hats never before imagined in the category of charm. There is everything that the heart of a girl could desire, with not one design to hamper the expression of her youth nor interfere with soul's contentment.

Sport clothes are the ones in which the modern young lady delights, and we are living in an era pronounced valid by the fashions of this spring, when she is allowed to wear those clothes in town or country wherever and almost whenever she desires.

Hats are to be large, they tell us, but this is only a general ruling, of course. While the hat which is large is becoming daily more important in the fashionable ways of women, there are still and always will be hats of all sizes to suit all faces. However, it is a truth that not nearly so many of the hats to be seen are unduly hugging the head and coiffure. They have a little more brim, a little more spread, a little more dashing width than they have had for some seasons past.

The trimmings have a delightful way of dashing out at one side so that they give a pertness of expression to the hat which is altogether charming. We find them achieving this by means of ribbons and feathers and quills and puffs of maline and anything else that is known as millinery ornamentation. Then there is another style of hat, either large or small, that droops conspicuously on either side and gives that lovely pensive look to the girl who wears it.

The lines in general are long and full. You will, more than likely, be led to buy flowing sleeves for your new spring frock, and your skirt will be far more ample than you have been used to having it. Your waistline will be located somewhere over your abdomen where a girdle or a thick sash will, quite frankly, mark its winding.

Your neckline and the ends of your short sleeves (if they are short) will be straight and untrimmed, for the trimming will all be left to the sleeves and the waistline. There are some frocks which show no trimming whatsoever except lavishly embroidered sleeves, and still others which absolutely confine their decoration to some thick band or sash about the waist.

For everything you wear, from evening dress to day dress, from shoes to earrings, there sounds the warning of simplicity, for nothing is really smart in this latest season unless it carries with it that stamp of an absolute lack of effort. All sorts of time, attention and energy can go into the designing and making, but the result must be plain in the extreme.

A Piquant Blouse

A piquant blouse boasts a bit of the brightness of the spring garden with its trellis and flower pot pocket decoration. The white crepe de chine blouse and the variety of ways in which the flowers may be effected is limited only by one's ingenuity. These may be embroidered in wool, or silk, or done in the smart cross-stitch, or the bouquet may be of the popular fabric applique. More unusual still, perhaps, is the charming bouquet of real organdie flowers growing out of the pocket flower pot, which could be removed when washed.

Black as Trimming

Black serves as a trimming for many of the bright colored blouses. One smart model, made of scarlet Canton crepe, is finished at the neck with a jabot of accordion plaited black chiffon set a trifle to one side. The blouse was simple, a tailored style, with a collar designed to be worn high about the neck or open, according to preference. The sleeves fitted the arms closely to a point just below the elbow, where a full puff of the black chiffon was set in, held in at the wrist with a band cuff.

Bright Colors For Separate Skirts

Separate skirts will have their usual run of favor for spring and summer, especially for sports wear, and plain skirts promise to be more popular this year than the plaited models. Of course, plaited skirts are shown, but the plain ones are in the majority, and this holds true, no matter whether the fabric is of silk, cotton or wool.

In plain silk skirts—that is, unplaited ones—all sorts of interesting trimmings are featured. One smart heavy white silk crepe skirt recently displayed was decorated with oval motifs in black, formed of French knots. Another had a deep border all around the bottom made of chenille floss drawn through, knotted and trimmed, the sash girdle having ends similarly finished.

Both in silk and wool fabrics there is apparently to be a tremendous vogue for high colors, red especially. Toreador, poppy and Chinese red are some of the names given the very vivid shade so much approved, and that sweater and blouse manufacturers are bearing in mind the fact that bright-colored skirts are to be approved by Dame Fashion 's shown by the garments they are offering. A sports blouse of fine white voile may be trimmed with bands and pipings of plain red or red and white dotted voile, and the same vivid color touches appear in many of the new sweaters of white silk or wool.

That there are clever variations even in a conventional wool plaid is demonstrated by a plain model finished at the bottom with square tabs or scallops that follow the plaid for size. Two smart silk pockets are also let in, one on either side.

HOW TO "GROW" A NEW COMPLEXION

These are the days of "hustling." In a week we see and do more than our grandmothers did in a year. We are gradually turning nature to be our servant; we use her great forces against herself. We have conquered sea and sky, now our doctors are fighting not only disease, but old age. There is talk of rejuvenating human beings by the injection of animal glands, but as yet, only the few can avail themselves of the treatment.

There is, however, one secret of perpetual youth that is in the reach of everyone. Scientists now realise that the only way of keeping the skin young and fresh is to examine Nature's methods and to find some way of imitating her.

SCIENTIFIC BEAUTY.

In order to explain the new method of keeping the complexion perpetually youthful, one must understand something of the nature of the skin. A baby's skin is always clear and smooth because the outer layer is always invisibly peeling off, and new layers are forming just as fast underneath, so that the exposed skin is always fresh, unwrinkled and "new."

For the first few years of our lives, this peeling is a purely natural process, but as we grow older, we gradually lose the power of throwing off our old soiled outer skins, so that our complexions become lined and yellow, and the new skin has no chance to show itself.

A few years ago, a scientific chemist realised that a little-known substance called mercolised wax, was exactly what was needed to "keep nature up to the mark." It appears that this substance, which is now universally obtainable, gently and painlessly assists nature in throwing off the soiled outer cuticle. The skin is thus perpetually renewed, and a clear youthful complexion can be preserved to any age. (Advt.)

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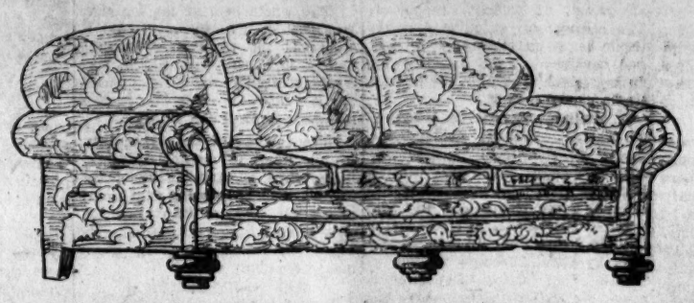

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AUTOMOBILES

SHANGHAI. SUNDAY, MAY 7, 1922

Government Automobile Serves Many In Peace

Giant Motor Vehicles Which Were Used In France Are Now Being Diverted To Constructive Purposes

Washington (Special).—Peace finds use for the government automobile no less than war. Where before army automobiles were employed as an aid to destruction, like the swords that are being beaten into plowshares, the giant trucks that moved armies in France are being diverted now to constructive purposes.

It may be said, as truly in peace as during war, that the automobile follows the flag. From northern Alaska where United States mails are being conveyed over ice floes by motor power to distant outposts; from Pacific islands to the wilderness of Soviet Russia where American trucks are carrying food supplies to hungry millions, the United States official automobile everywhere is serving mankind.

The Government is the largest individual user of automobiles in the United States. This means also that the American Government is the largest user of automobiles in the world, for the 10,505,666 motor vehicles in use in the United States comprise an amazing 83 percent of the total number in the entire world.

There are no records available showing the total number of automobiles in use in the government service. The War Department, for instance, guards its records closely for military reasons, but the number of automobiles owned and under the supervision of the Government, it is said, is sufficient for the speedy mobilisation of a vast caravan of motor vehicles of every description in the event of another world emergency.

The District of Columbia, as the seat of the national Government, is the greatest centralisation point for government automobiles. But the thousands of official automobiles in Washington during the war have dwindled down to a scant 950 in actual official use now. During the war a government official could obtain an automobile merely by presenting a requisition. Now it requires an act of Congress. Yielding to the demand for national economy, Congress has reduced appropriations for automobiles in official Washington to meet the actual needs of the Government.

The War Department leads in number with a total of only 209; the Navy uses only 103; the Post Office Department has actual use for 192, while the District of Columbia Government calls for 192. The remainder of the allotment is scattered among 30 or 40 bureaux of the Government. It is outside of Washington, however, that the Government finds its real use for the automobile.

The great surplus stocks of army trucks, tractors and passenger cars lying idle in American camps are finding their way to profitable service by the Post Office Department and chiefly the Department of Agriculture. Thousands of army trucks in France either have been sold in Europe or have been brought back to this country to be transferred to other departments of the Government where they are rendering effective service to the country.

In the last fiscal year the War Department disposed of 40,180 automobile trucks and while army officials, for their own reasons, refuse to divulge the number of remaining surplus stock on hand, it is said the number is not great enough to effect the automobile market.

Of this amount, a total of 27,983 motor vehicles, mostly trucks have been allotted to the United States Bureau of Public Roads, under the Department of Agriculture, for joint use by the Government and the states under the Federal Highway Act. A total of 21,124 trucks have been actually delivered and are being employed in practically every state in the Union in road construction and improvements. It presents one of the most interesting as well as the most profitable uses to which the former vehicles of war have been put. Their cash value reaches a total of $74,730,-568, while spare parts to the extent of $11,731,424 have been delivered to the bureau.

Government trucks are of great value to the United States Bureau of Public Roads in testing new road surfaces, and experiments along this line are being carried out in many of the national forests. In this service the trucks are the first motor vehicles to penetrate into the virgin territory which is being opened up. They are to be found hundreds of miles from railroads and often climb trails with an altitude of 11,000 feet and over. At Pittsburg, Cal., for example, a test road laid out in the form of a quarter-mile track and surfaced with concrete slabs of various designs is being subjected to the action of an intense traffic made up entirely of motor trucks belonging to the bureau and trucks transferred to the State Highway Department. There are 40 of these trucks altogether, of various capacities. The testing of this road under traffic began on November 7 last and continued until January 28, during which time 3,668,100 tons of traffic passed over it.

A similar use will be made of government trucks during the spring on the Bates experimental road in Illinois. This road will be tested to destruction and the public will never travel over it. The work of the bureau in this respect is even being done in distant Alaska by about 12 heavy trucks.

The Post Office Department, operating its own government-owned motor vehicle service in 278 cities that reaches out to rural communities, has a convoy of 5,705 mail trucks. In hundreds of sections of the country, these mail carriers form the only contact which settlers in remote regions have with the outside world. Only in Alaska has the government truck been unable to establish itself as a reliable conveyor of mails where it has to give place to dog and reindeer teams. But there is one community in Alaska which has been served during the spring and summer seasons for years by the Post Office Department. It is a 306-mile haul over ice and snow from Chitini to Fairbanks. Automobiles make the trip in the roughest sort of weather in three and a half to four days while it takes the dog sleds twice and three times as long. Completion of the government railroad system in Alaska, however, forecasts the passing of this unique auto mail service within the next year.

The expenditure of the Government for its motor-owned postal service was $11,777,842 during the fiscal year, while expenditures for the contract vehicle service totaled $3,503,928, showing the extent to which both services have been developed.

Included in the 43,752 rural mail routes in operation in the last fiscal year, requiring 352,532,858 miles of travel by the carriers annually, there are in the aggregate 823 motor vehicle routes of 50 or more miles in length.

Aside from these peace-time pursuits, the Government itself has a pecuniary interest in the automobile industry which expresses itself in terms of $11,640,055 collected through a 3 percent manufacturers' excise tax on auto trucks during the last fiscal year; $64,388,184 on other automobiles and motor cycles; and $39,518,009 in a 5 percent excise tax on tires and accessories.

ELECTRIC HORN SUGGESTION

The electric horn which fails to work is often brought into action by hitting it a sharp blow or shaking it. The trouble is largely due to a dirty commutator, which should be wiped dry with a rag moistened in gasoline, and a very small portion of vaseline should be smeared over the surface.

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Truck Service On Highways To Call For Experts

"In the next ten years 4,000 specially trained men will be needed for service in the highway transport business," declared F. W. Fenn, secretary of the American national motor truck committee, national automobile chamber of commerce, in an address before the students and faculty of Massachusetts Institute of Technology. Fenn said, in part:

"The whole field of the highway transport is practically virgin. It welcomes the entrance of trained men. Men of the very highest professional ability are daily turning to it. Only recently a former Governor entered the field.

"The success of the experiment in allocating to motor trucks the interchange of freight among the eight railroads entering Cincinnati, which has resulted in eliminating 300,000 switching cuts, is going to mean its duplication in every major terminal center.

DELIVERY SERVICE

"It is fairly certain that the next great development in America in transportation will be, therefore, a national delivery service for picking up traffic at the point of origin and making delivery at the store door of the consignee.

"The motor truck offers the best solution of this problem in the opinion of many railroad officials. Only this past month the transportation of freight between New Jersey rail terminals of the Erie railroad and New York city has been effected by means of trucks.

"It is now an established fact that motor truck operation can be substituted for short branch-line railway operation, trap car service, suburban railroad and terminal distribution. The New York, New Haven and Hartford railroad, the Baltimore and Ohio and the Northern Pacific are already using trucks with flanged wheels on short branch-line operations."

MOTOR BUSSES

Fenn called attention to the fact that the committee on the development of the motor bus of the New England Street Railway club recommended at its last monthly meeting that in many instances it would be preferable to install motor bus service instead of trackless trolley equipment. This was felt by the speaker to be the logical development in urban passenger transportation. There are now 20,000 motor busses servicing the congested and undeveloped areas of our principal cities.

It was also pointed out that approximately 75 percent of the hauling in the Texas and Oklahoma oil fields is carried on by means of specially designed truck and trailer combinations.

Competitors Test Packard Single 6

When any new car appears upon the market it is very certain that several of the very first cars sold will quickly find their way to the experimental departments of competing facturies. It behooves the engineers of any factory to keep very close track of what the other fellow is doing, and in addition to careful road testing, it is not infrequent for them to literally tear competing cars to pieces to study every feature of their design and even analyse the quality of the various metals in their make up.

"Shortly after the first appearance of the Packard single six, a rather unusual compliment was paid the car by the chief engineers of two competing factories," says O. E. McCarthy, sales manager. "Both wrote to Colonel Vincent, chief engineer of the Packard factory, questioning the accuracy of the published power charts of the single six engine. Both men had submitted the car to road tests and found its performance showed considerably more speed and power than they expected from a motor of the power output of the single six.

"The power curves, as published by the Packard company were, of course, absolutely accurate, but the better performance of the single six was due to the highly efficient manner in which the power of the single six motor is transmitted to the rear axle.

Power saved by eliminating fricion gives better performance just as surely as power added by increasing the motor size. Economy of power after the motor develops it is just as important as economy in the motor itself and the single six possesses both qualities in a high degree as is shown by the gasoline average of twenty miles to the gallon which many of our single six owners get from their cars consistently.

Where other cars use plain bearings, the single six employs antifriction bearings, and the very noticeable liveliness and economy of the car is largely due to the reduction of friction at every possible point in the chassis."

1922 Business Has 'Turned The Corner'

"To those who are still waiting for 1922 business to turn the corner," says George E. Johnson of the Chanslor and Lyon Co., San Francisco, "I would say that they have a long wait ahead of them, because Old Man Business turned the corner with a brisk stride in the early days of January, and a great many persons have failed to recognise him as he passed. I might say that business may be still a little elusive. He may be wearing a set of false whiskers, but he is very much alive.

"Furthermore, we don't have to look for improved business conditions for the first two months of 1922, only in the case of what might be termed seasonable goods. January and February are not considered very active months for automobiling, but I detect in the tire business a vast improvement over conditions in the early months of 1921. According to reports just to hand, over 50 percent more Lee tires have been sold in January and February of this year, compared to the same months of last year, and in addition double the number of tubes.

"I am not one of those who believe that business at any time breaks into a double step without symptoms of gradual improvement. In the case of the Lee company, for instance, business began to meander toward the corner in the middle of 1921."

Frame Important, Often Neglected

The one important part of a car that receives the least attention or notice from the average car owner is the frame. Any automobile man will tell you that. For while every one classifies as a keen observer of body design and appearance, and nearly every one examines the power plant under the hood, very few concern themselves with the backbone of an automobile.

"And yet," says Roy H. Mires, sales manager of the Charles H. Kaar company, Lexington distributor at Seattle, "it is the frame of a car that determines its whole structure, endurance and strength. The frame carries the engine and body as well. If it is weak, vibration will develop that will cut down the efficiency of the motor and shorten its life. The same vibration will, if given enough time, cause the whole body of the car to weave.

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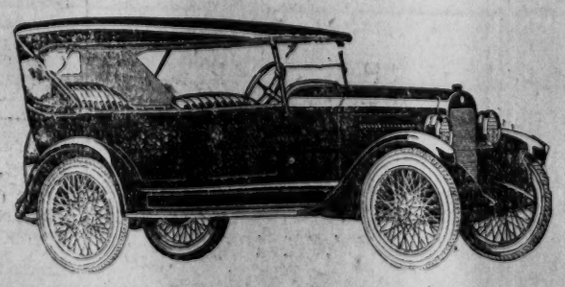

AUTO INDUSTRY IS PASSING INTO ITS 25TH YEAR

Do you remember the first motor car you ever saw?

Only twenty-four years ago since the first cars puffed and chugged down American streets, startling horses and driving pedestrians to the curbstone where they watched with growing marvel and wonder the amazing new invention of self-propelled motion!

In these twenty-four years, the automobile industry has grown in the United States to position as the leading industry of the country as regards value of finished product. More than 700,000 men and women are today employed in trades which directly serve the production of motor cars.

The Winton company of Cleveland has particular pride in celebrating its birthday this month. On March 24, 1898, Robert Allison of Port Carbon, Pa., a mechanical engineer, bought the first Winton. There are some authorities who say that this was the first bona fide sale of a motor car to an individual purchaser for his personal use.

In any event, it is true that the Winton company in 1898 became the leading producer of automobiles in the country. For during that year, the Winton sold twenty-one motor cars to engineers, coal mine operators, capitalists, dry-goods merchants and manufacturers.

And with the marketing of this first regular output the automobile industry got under way in the United States.

Hundreds of automobile companies have come and gone during this brief, busy quarter of a century. It is the unique distinction of the Winton company to have today the same officers it had twenty-four years ago. Alexander Winton is today the president of the company, active in the directing of its policies and its developments.

The first Winton was a single cylinder car. One of the first purchasers was J. W. Packard of Warren, Pa., who two years later incorporated the Ohio Automobile company, which was moved to Detroit and became the Packard Automibile company.

During these years the Winton has kept in the forefront of automobile progress. In 1901, having won all its races and contests with the single-cylinder motor, the Winton introduced the double-cylinder motor. Engineers record Winton's development of this vehicle as the finest example of the two-cylinder horizontal motor the automobile world has ever seen.

The race for cylinders got underway about this time. The double-cylinder Winton gave the steam car its quietus for a good many years. Then in 1902 came the famous Winton Bullet, with four vertical cylinders. In 1903, the Winton company introduced the first four-cylinder horizontal motor in America. That was known as the Winton Bullet No. 3.

WORLD'S RECORDS

World's records were established during these years by Winton. It was a Winton which was the first car ever to travel a mile in less than a minute. Bullet No. 2 did the trick in 39 seconds, defeating imported foreign racing machines in the great event in January, 1904.

Winton was then engaged in exhaustive tests to find a superior motor. He wanted an engine for the highest grade service—maximum results with minimum complications.

Thus it happened that the automobile world was startled in June, 1907, when the Winton company announced that hereafter it would market a six-cylinder motor and it would build sixes exclusively. The Winton was the first company in the world to declare fours inadequate for the highest grade of service. It was a bold move for any manufacturer to make, but the succeeding years proved Winton a prophet of the exceeding honor in his own country.

From the Winton company came the first self-starter, and a number of other conveniences that are the first consideration in any motor car today. The Winton was the first to use a steering wheel; the first to introduce four-door bodies; the first to incorporate direct drive on third speed; the first in America to use a multiple disc clutch; the first to use the full-floating type of rear axle.

Twenty-four years young, with a remarkable record of achievement to its credit, the Winton company is building now for greater successes in the future.

The new Winton model 40 is said to be the greatest Winton his company has ever produced. It is a six-cylinder motor car of surpassing beauty of appearance, amazing lounging comfort in driver's compartment and tonneau, with a swift-built automobiles of the world.

CROP HAULAGE

The U. S. Department of Agriculture estimates that 86,560,000 tons of major crops are hauled over the highways annually, Illinois is credited with the greatest tonnage, hauling 3,855,000 tons.

A Tire Is A Tire, But It Is Known By Many Names

A tire, like Shakespeare's rose, may be called by any other name, and it does have some odd names in other parts of the world.

In Great Britain and its possessions the spelling is invariably "tyre" except in Canada. Tires are "neumaticos" in Chile and Argentina, while in Mexico they are "llantas" and in Cuba "gomas."

Brazil, where Portuguese is generally spoken, the word is "pneumaticos." The French word "pneus" is a contraction of pneumatiques. In Scandinavian countries the Danish "ganumringer"—rubber ring—is used.

Let Only Experts Repair Your Car

A serious difficulty that motor car distributors and dealers have in keeping the public satisfied with their particular make of car lies in the fact that owners too often visit the first repair shop they come across when in need of repairs or adjustments, instead of going right to the service station of the plant where they purchased the car, or else to the nearest representative of that line or a garage recommended by such dealer.

E. Lynn Mathewson, an Oldsmobile factory representative, said:

"If such a car were brought right in the minute the owner sensed something was wrong, in all probability an expert on that particular make of car could diagnose the trouble immediately and the expense for repairs or replacements probably would be either nothing at all or a very nominal sum. Instead of that the owner will take the car into a garage where the mechanic, perhaps, is more familiar with some other make, and he will often spend several hours of the owner's time in looking for something serious when the trouble is only slight or perhaps merely a wrong adjustment.

"Then too, the mechanic may find a gear, a king bolt, a valve tappet or some other part that is badly worn through lack of lubrication and attention, and will replace it with a new one. If the new one is a genuine factory part, or if it has been made fully up to factory specifications, well and good, but if it is made of poor material, slightly off size, or shape, trouble is sure to come sooner or later and then the owner blames the car manufacturer.

"Not all so-called 'pirate parts' are of poor quality, but it is difficult to determine their standing except in a laboratory such as is maintained by General Motors and all well financed manufacturers. A part that looks and apparently measures the same on all dimensions, may have been made for another make of car, and may vary ever so slightly, but the wear and tear of use will wreak havoc in the bearing and then the 'car is to blame.'"

Public Approves Air Cooling Idea

The great favor with which aircooled cars are being received by the American public today is looked upon by officials of the Franklin Automobile Company as evidence of public recognition of the correctness of the standards which they set up for themselves over twenty years ago, when production of the Franklin car was first begun.

"Low grade fuels of the present day require a high degree of heat in order to see them with any degree of efficiency," said an official of the company. "The air-cooled motor operates successfully at 250 degrees Fahrenheit, as compared with the limit of 212 degrees (the boiling point of water) in the water cooled car. There are many other advantages to be gained from the use of the air-cooled motor—fewer parts, therefore, less weight, and a complete freedom from numberless troubles which water-cooling invites.

"It is not beyond the realm of possibilities that having followed Franklin into the air-cooled field, some manufacturers may gradually turn to other principles of construction which have served to make the Franklin automobile famous.

"Franklin was a pioneer in the air-cooled field, the only one of many enterprises to surmount the numerous difficulties which attended the successful production of an air-cooled car. The tenacity of purpose and the rare engineering talent exhibited by Franklin engineers in bringing to its present high development an air-cooled car, are some of the high lights of the first quarter of century of an industry the rapidity of whose growth has never been equaled."

RULES FOR MOTORISTS IN CALIFORNIA

Stripped of their legal verbiage, the regulations governing motor traffic in the cities, counties and state of California are very simple, and, if memorised, would reduce to a minimum the cause of the appalingly large number of accidents, which the authorities are making a relentless fight to eradicate, according to Lou H. Rose, head of the company bearing his name, which distributes the Chalmers and Maxwell cars in that territory.

Jail sentences, heavy fines and revocation of drivers' cards are the penalties being exacted.

The speed limits are: General, 30 miles an hour; maximum, when the road is clear for at least 400 feet ahead, 35 miles an hour; closely built up territory, 20 miles an hour; business district, 15 miles an hour.

Every operator must have and carry a license from the state motor vehicle department which is valid until revoked.

Cars must have brakes in good working order and nonglaring headlights. Spotlights must be adjusted to confrom to regulations governing headlights.

In passing vehicles traveling in the same direction, pass to the left, if this side is clear for 100 yards ahead or in conformity with anproaching traffic in front of the vehicle sought to be passed. Over taking vehicles must give suitable warning before passing; vehicles overtaken must give way upon such warning.

KEEP YOUR DISTANCE

Keep at a distance of fifteen feet from vehicles to the front outside of business districts.

Vehicles approaching an intersection from the right have the right of way unless farther from the actual point of intersection than the other vehicle.

Vehicles must not pass at intersections, where there is a traffic officer on duty except by direction of the officer.

Keep to the right of the center of intersections. If turning to the left, proceed past the right side of the center before turning.

In stopping or turning arm signal must be used, and on trucks and closed cars, where the arm signal cannot be given, an electrical or mechanical device must indicate the intention of the driver. Look back and make sure that you have ample room in which to turn, then make sure your signal is observed by cars in the rear. Give signals about seventy-feet before actually stopping or turning.

SOUND HORN

On mountain roads, where the view is obscured for more than 100 yards, keep vehicles under control and sound horns on curves.

Do not park further than one foot from the curb; nor within twenty five feet of a fire hydrant, or either side of a fire station, nor within twenty-five feet of the entrance to hospitals, to theaters to hotels, or apartment houses in the business district.

Double parking of vehicles is positively prohibited. It obstructs traffic and prevents cars at the curb from leaving.

Do not move another person's car; it is a misdemeanor, punishable by fine or imprisonment or both.

Police and fire vehicles always have the right of way. Upon the approach of such vehicles, other vehicles must draw up as near the curb as possible.

In case of accident, the driver must stop and give all necessary assistance, including carrying persons to medical aid. The driver shall also give the person struck the number of the vehicle, the name of the owner and the names of passengers. Accidents must be reported to the police.

GIVE SIGNALS

Backing of vehicles must be preceded by plainly visible or audible signals.

Be sure to signal before driving away from the curb.

Rear view mirrors must be installed when driver's view to the rear is obscured.

License plates must be plainly visible and not obstructed by bumpers, tire racks or other objects.

Turn only at street intersections, as turning in the middle of the block is prohibited anywhere.

Drivers of motor trucks should show respect and courtesy to operators of passenger cars.

Do not depend two much on your brakes for quick stops; drive carefully.

Do not drive on street car tracks in the business district as it adds to congestion.

Be careful in parking; do not bump other cars to make room for yours.

Air Pressure

What air pressure should you have in your tires? How much pressure is in them now?

You probably know the answer to the first question, but if you are like ninety-nine out of a hundred other car owners, your answer to the second is merely a guess. And it is guess work about pressure that causes more tire trouble than all other things put together. Even friction on rubber doesn't eat into tire mileage as does careless inflation.

The Aero Manufacturing Company, 1412 Wrightwood Ave., Chicago, has perfected an air meter that screws onto the valve stem and becomes a permanent fixture as long as the tire lasts. A walk around the car, a glance at each wheel and you read just exactly what is in your tires. When inflation is wrong, follow the warning of the aero meters and you will double the life of your tires.

Auto Output At New High Record

New York—Conditions in the automotive trade are rapidly improving, as is indicated by the greater degree of activity evidenced by manufacturers. Production of cars has been accelerated since March 1, to supply current demands. Automobile makers anticipate that shipments in the four months ended June 1 next will set a new high record. Trade authorities predict that 1922 sales will at least equal those of last year, when 1,500,000 cars were sold. Truck sales are expected to make an even better showing.

Detailed production figures for February have not yet been issued. However, January's output is officially reported at 90,486 cars and trucks, compared with 78,995 in December. Eliminating Ford, the gain for January amounted to about 40 percent for passenger cars and 38 percent for trucks. Greatest improvement was shown in lower priced car lines. January, 1922 sales are placed at 200 percent of those for the same month a year ago. These favorable developments are interpreted by the trade to mean that the passenger car price situation has become stabilised, and that further selling price reductions are of no great consequence. Truck prices may not yet have reached bottom because of increasing competition in this field as well as sluggishness previously in responding to deflative forces.

The Studebaker plant is reported at full 100 percent capacity operations. Hudson and Essex surpassed any month's record since July, 1920 with shipments 150 percent greater than February, 1921. Cadillac is working 20 percent above "normal," as against 50 percent below rate for first 2 months of 1921. Chevrolet will show 450 percent improvement over the same period last year. Dort Motors reports orders for 3,000 cars in excess of present production. Lincoln Motors is booked well above current output rate. Packard, Buick, Hupp, Ford, Dodge, Columbia, and others announce that production for first 2 months of 1922 was greatly in excess of the same period in 1921.

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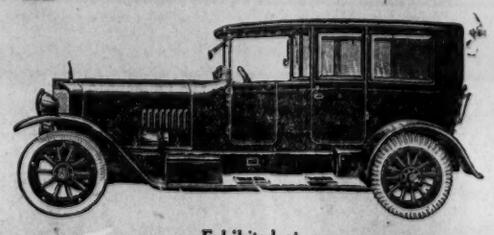

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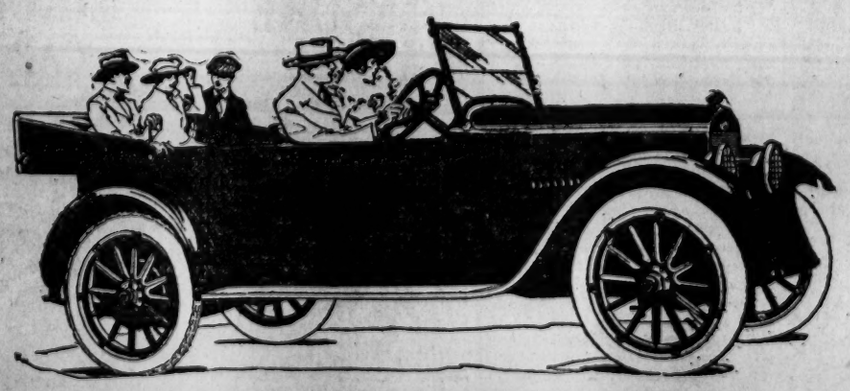

Automobiles And Their Relation To Real Estate

BY GEORGE M. GRAHAM
(Vice-President the Chandler Motor Car Company)

There are still many persons who think of highways and automobiles as having to do alone with pleasure.

We do not apologise for the fact that the automobile is an important medium of diversion. This is quite legitimate, but it is important that its utility function be properly recognised.

Those who think of the automobile merely as a "pleasure car have perhaps never contemplated what a terrific real estate upheaval there would be if the passenger carrying and the freight carrying truck should suddenly be withdrawn. The evil consequences resulting would affect both city and rural population.

Within the last twenty years farmers have found it possible to go beyond unproductive or unprofitable land, purchased originally merely because it was contiguous to steam railways. They have penetrated farther and farther into remote rural sections, because in the motor truck they have a connecting link between the point of food production and the point of marketing.

Records of the United States Bureau of Roads show that the farmer's haul to market has increased from 6.9 miles to 17.6 miles, an expansion based entirely on motor truck haulage.

If the motor truck should be eliminated what would happen to farm land values can be readily imagined.

Similar would be the baneful effect on city dwellers. The city man no longer lives in the city. He has gone far into the suburbs. It will be found by analysis of conditions in any great city that its central portion is more and more given over to commerce and manufacturing, and that the residence section constantly moves farther into the suburbs.

Generally speaking, the impulse of our life has been to progress from individualism to centralisation. Our country began as an association of indivdual states, but their boundary lines seem constantly to become less important and the federal idea more dominant.

The experience of the workman and manufacturing processes affords another example. Formerly the workman's productiveness depended upon and was represented by his possession of the tools of his craft. The carpenter with his saw, the shoemaker with his awl, the blacksmith his hammer, the printer with his stick, carried his trade with him wherever he went. That was individualism.

Then came a great modern development. Huge machines supplanted the tool. They enormously increased the ratio of production. You illustrate the tendency of centralisation in your own home every day. You don't go down to the pump or to the well for water. You don't light the kerosene lamp. In many cases you don't even produce your own heat. All these come from central power plants. This is centralisation.

At one period, for centuries, in fact, individualism dominated transportation. The man with a horse and wagon, the man with a boat, both are instances. Then great steamships, steam railways and electric trolleys took the transportation mediums from the individuals.

This was combination, improved public service, and these great mediums will always be with us in a place of commanding importance.

But transportation has also seen a return to the individual facilities, a most unusual development. In both freight haulage and passenger transportation the motor vehicle has turned back the hands on the clock of time, and we now supplement centralised transportation with an individual medium, subject entirely to your own whim, preference or need.

I should like to direct your attention to a startling thought. Nothing in the world has been so slothful in its development as transportation. Ninety percent of all the years that have elapsed since the birth of Christ saw in use the same primitive mediums of transportation that prevailed during his lifetime.

In 1800 years the world had not advanced beyond the point of man-hauled or the beast-hauled wagon or cart, or the man-propelled or wind-propelled boat. It is an amazing thought when set against all that happened in the world in that time.

Actually the history of modern transportation can be written within the last 120 years. The world has accomplished more in that interval than in 1,800 years of prior Christian history.

When Robert Fulton launched the Clermont on the Hudson, and when Stephenson two decades later invented the steam locomotive, they discounted everything that had gone before in the entire history of transportation.

Now at the beginning of the twentieth century, we have also motor vehicle and airplane, depending upon internal combustion motors, gasoline driven, just as their predecessors depended upon steam and electricity.

The airplane has not yet been perfected to the point of great commercial development, but the motor vehicle has gone so far that the President of the United States in his first message, called attention to its dominating place in our political, social and industrial life.

QUALITY TO RULE CARS

President Of Gardner Motor Company Discusses Obligation Of Manufacturers

"From a very careful study of automobiles displayed at the big national show recently held at New York and Chicago I am convinced in my own mind that from this time on motor cars will be characterised by more sturdy construction and better materials," said Russell E. Gardner, president of the Gardner Motor Car Company of St. Louis, in an authorised interview just released.

"I believe this because I consider it the natural trend in any successful business. Up to the present time the automobile business has grown so rapidly and the demand for cars has been so great that the public has bought freely of almost anything offered. It was more a question of getting the cars rather than buying what was wanted.

"That situation now is changed, however, probably never to return. The man who buys an automobile today is a shrewd buyer, as he should be, and that manufacturer who by careful business management, who has the financial strength to purchase raw materials at the right figure, and who has had long experience in marketing, is the only one that will be able to give the consumer the biggest value for the money, and to have the legitimate right to bid for his patronage.

SOUND BUSINESS PRINCIPLE

"I am firmly convinced of this because our success for the past forty years in the vehicle business has been built primarily on this sound business principle. I have always contended that the user of our products must be satisfied, and given more for the money than expected, rather than less.

"To my mind, the automobile business as a whole is the buggy and carriage business all over again. While it is true that there are some problems involved that are slightly different, the fundamental facts are the same The automobile today is a modern means of transportation just the same as the horse-drawn vehicle was fifteen or twenty years ago. You are selling transportation whether pulled by a horse or run by a motor, and the same policies that built the Banner Buggy Company into the largest exclusive buggy manufacturer in the world, will continue, I believe, to place the Gardner car in an equally enviable position in its particular field in the automotive industry.

"In building the Gardner car we are ever aiming to build a better car, and by the economies practiced in purchasing raw materials in large qualities—in modern manufacturing facilities—and in volume production—we expect to continue to be in a position to sell the Gardner car at the very lowest possible price.

GREATER VALUE GIVEN

"The new and greater Gardner car for 1922 is a typical example of our policy on this point. Our first car was produced a little over three years ago, and that model has been refined and added to by our famous thirty-quality features, and is today selling at $895 in comparison with a car of less value that sold a year ago for $1,285. I know that we are actually giving a much greater value in this car than we have ever given before in all our history, and at a much lower price.

"There is just as much need for the automobile in the daily life of the average American today as there has ever been, and the automotive industry is sure to remain one of the largest and most important in the economic, commercial and social development of our country. While I believe the competition will become keener and keener, I also believe that this very factor means the life of trade and I welcome it because I know that in the final analysis the practice of proper management, square dealing and a big value delivered to the ultimate users of Gardner cars, is bound to win."

Name Wanted For Careless Walkers

What is the proper name for the motor driver who tries to beat the traffic signal, who drives on the wrong side of the street, who neglects his brakes, who tries to cut in close, who through his carelessness or recklessness endangers the lives of all, particularly the children?

The American Automobile Association wants a name which will put such a man in the same class as the jay-walker is a person not sufficiently civilised to cross the street at the proper crossings. He or she endangers public safety as well as obstructing traffic. The jay-walker deserves prosecution, but even more effective is the ridicule carried by this term.

The millions of orderly and careful motorists in the country suffer because of the few thousands rowdy and careless. A name is wanted to show these drivers that they do not "belong." Police records show that a heavy percentage of accidents is due to the recklessness of pedestrians, but that places a further responsibility upon the motorist to take extra precautions for safety.

For the best term of this sort such as man killer, jay-walker, road hog, highway pest, the American Automobile Association will pay $25.. The name must be submitted before May 15. Award will be made May 29.

All suggestions should be addressed to Contest Editor, American Automobile Association, 1108 Sixteenth street, N. W., Washington, D. C.

Auto Thefts Appal

New York.—Coincident with the announcement that the Interstate Motor Theft Commission would be continued as a permanent organisation with headquarters in Chicago it was said that reports of thefts of automobiles throughout the country indicated that cars valued at $10,000,000 were stolen every year. It also was asserted that these automobile thefts showed a loss of $300,000 for every twenty four hours.

The Interstate Motor Theft Commission was formed in 1921 for a nation-wide inquiry into automobile frauds and thefts and for the destruction of the market for stolen cars. The commission is composed of about 100 persons in different parts of the country, including Deputy Police Commissioner Joseph A. Faurot, E. M Allen, member of the insurance committee of the United States Chamber of Commerce; J. A. Hall educational director of the Associated Advertising Clubs of the World; Gutzon Borglum, the sculptor and president of the International Sporting Club, and Dan Beard, National Boy Scout commissioner.

"A national clearance test to be applied to all cars registered in the United States has been carefully worked out that not only will result in the detection and recovery of a great majority of the unrecovered cars stolen in the past, and that are still in operation, but will prevent to a very large degree, the future sales, use, or registration of stolen cars in any state, regardless of changes in numbers and appearance," says a statement by the commission.

"The plans of the commission are considered the most constructive and business like, that have been advanced since the advent of the automobile itself to adequately protect America's $5,500,000,000 of motor car wealth against commercialised theft and fraud. Since its inception this body has enjoyed almost unqualified moral support and co-operation from many sources, among them police, detective, state, insurance and business authorities, civic organisations, motor car associations, clubs, manufacturers, distributors, dealers and owners."

The statement added that owners of cars were especially being urged to aid the commission in eliminating automobile thefts throughout the country. It declared that automobile thieving "is today one of the most profitable forms of lawlessness." "Automobile thefts retard the advance of every branch of the motor car industry," the statement continued, "imposes a burdensome liability upon owners, and a great deal of work and expense on police and state departments."

"Many laws to check the motor car theft and fraud evil have been enacted. The majority of them carry heavy penalties, and although many arrests are made throughout the country convictions seem difficult to secure; in any event fewer than should be are accomplished, and no perceptible slackening of this lawlessness is generally apparent."

Contributing factors to these wholesale thefts, it was declared, were garages where cars could be safely stored and sold; second hand car dealers who use their establishments as "fences," crooked politicians, insurance adjusters and agents, lax and unstandardised methods of change in ownership, and the ease with which numbers and the appearance of automobiles can be changed.

Delaying Repairs Adds To Expense

The longer you wait to have needed repairs made on your car, the longer the job will take in the shop, and the more it will cost in time or inconvenience. Garages and repairmen report that an unprecedented rush is starting, which will jam their shops and cause much delay unless motorists have their repairs made early.

The "Repair It Now" campaign is one of the ways in which garages, repairmen and accessory dealers are bringing these facts to the attention of motorists all over the country. "Have your car repaired now," say these men, and they are right. They can have no axe to grind, for they'll get the business anyway—but they can do your work better and get replacement parts more quickly if you have your car repaired now.

March 30 has been designated as "Repair It Now" day. In many cities parades will be held on this day to show the wisdom of having your car repaired now before the spring rush starts.

EQUAL 300,000,000 HORSES

"The automobiles owned in the United States have a power equal to that of more than 300,000,000 horses," says The Chicago Journal, "while the total number of real horses and mules in the country is less than one-tenth that amount."

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Nash Fours In Great Demand

With a complete line of twelve new models and with prices reduced to rock bottom the Nash Motors company enters the spring season with orders for March shipment 67 percent in excess of shipping orders the same month a year ago.

Factory records show that in March last year 2081 Nash cars were ordered by dealers and distributors throughout the country, while this year's orders for March shipment total 3486 cars.

These figures include both six and four cylinder models. The company's four-cylinder car plant at Milwaukee is completely oversold and from all indications, according to Harry Weihe, general sales manager of the Nash Motor company, there will not be Nash fours enough at any time this spring to meet the demand. Practically the same situation applies to the Nash six plant at Kenoshsa, where every effort is being made to reach production in volume sufficient to meet the demand.

Orders reserved by the Nash factory from distributors regarding April requirements show a heavy increase over April of last year, when 3,211 cars were shipped. Should the increase be proportionately as great as the March increase over a year ago, the six-cylinder car plant also will face an oversold condition.

"The attitude of the buying public toward the Nash product is gratifying," said Weihe, "We would, of course, much prefer to supply the demand with a promptness that would eliminate the necessity of a buyer having to wait for delivery of his car and the factory therefore is making every effort possible to meet the situation.

"But frankly we will not be able to produce Nash four-cylinder cars this spring in volume sufficient to meet the demand and I doubt very seriously whether after the first of this month we will be able to produce six-cylinder cars in quantities that will insure the buyer against delayed delivery. Many of our dealers have advised us that they now are accepting orders on both the Nash six and Nash four for delivery in turn as received by them."

Car Operates Wihout Oil

San Francisco, April 14.—Fifteen and four-tenths miles without oil in the crank case, traveling at twenty miles an hour average in a Chandler Dispatch model is the record established by the car using Oildag, a lubricant in which graphite is mixed.

The test was made over the streets of the city, and made easily. There was no attempt to save the car in any way.

The oil was drained in the presence of newspaper men of this city, and one of them held the crankcase plug in his hand during the 15.4-mile run.

"The secret of the success of Oildag lubricant is the formation of a film of graphite on the walls of the motor and in the bearings," says Manager Sattler of Fred Ward and Son, Oildag distributor here.

"The Chandler Dispatch had been operated for 2,000 miles with Oildag in the crankcase. A film of graphite had been deposited over the entire interior of the motor, allowing us to operate the car without oil in the crank case. The film acts as a lubricant, and fills up the pores in the metal, making a smooth almost frictionless surface.

"Walter Brunn drove the car, and did not try to spare it in any way. The route was through the park, along Linocoln way to the beach, and then over Sloat boulevard. An average speed of twenty miles an hour was made The motor did not heat up at any time.

"J. J. Schneer, automotive engineer, accompanied the newspaper men on the test and examined the motor after the test was completed. He found the bearings in perfect condition.

"Oildag is made of oil mixed with a special kind of graphite. When the motor is operated under normal touring conditions, the graphite forms a film over all moving parts.

"The test was made without trouble and this is only one of many hundred that have been made in all part of the country. Every one of them was successful."

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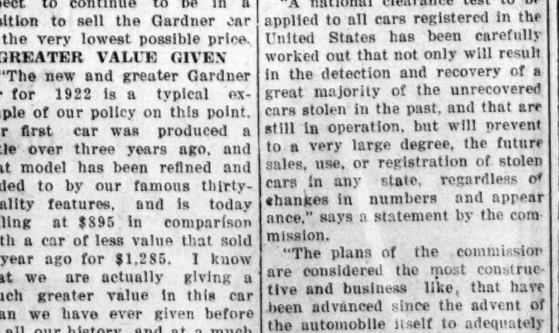

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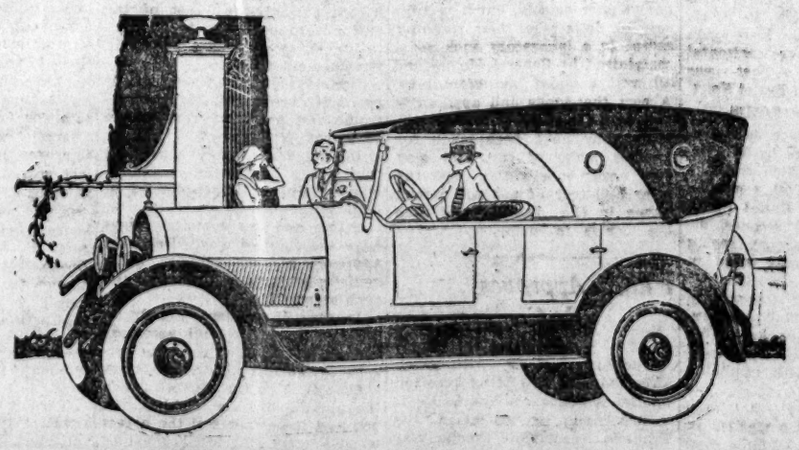

If you are in the market for a car come *first* to the Auto Castle where you can find the car of your preference and at much less cost than elsewhere.

Your choice among the following cars:

Touring Cars)			(Limousines)	
Studebaker	(Special Six)	(1920)	Hupmobile	Limousine (1920)
Chandler	7 Passenger	(1921)	Buick 6	do. (1920)
Buick 6	5 ,,	(1920)	King 8	do. (1919)
Dodge	5 ,,	(run 3000 Miles)	Studebaker 4	do. (1919)
Hupmobile	5 ,,	(new tyres) (1920)	Dodge	do. (slightly used)
Briscoe	5 ,,	newly painted (1920)	Panhard 18-20	do. (as good as new)
Overland 90	5 ,,	(with detachable top)	de Dion Bouton	Sedan (A. I. condit)
Nash	5 ,,	(oversize tyres (1920)	(Roadsters)	
Packard 12	7 ,,	(run 3500 Miles)	Standard	Roadster 1929)
Talbot	5 ,,	(1919-1920)	Studebaker 4	do. (4 new tyres)
Delage 25-30	5 ,,	(1919)	Buick 6	do. (1920)
Renault 12-14	5 ,,	(1919-1920)	Scripps-Booth	do. painted & new tyres
			Hupmobile	do. (1919)

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World Motor Car Census

Total Estimate 12,588,949 Vehicles, Of Which 10,505,660 Are In United States

Compiled from the most reliable statistics obtainable, there are in use 12,588,949 motor vehicles throughout the world. This includes passenger cars and commercial vehicles with motor trucks. Of this large number, 10,505,660 are in the United States. This represents 83 percent of the world registration, and is a remarkable object lesson of the extensive motorisation of the United States. Next in order come Great Britain with 497,582 motor cars, Canada 463,448 and France 236,146.

These world motor figures, compiled by Automotive Industries, present many interesting social and commercial phases. Those countries which possess 10,000 or more motor vehicles are:

Country.	Cars.
United States	10,505,660
Great Britain	497,582
Canada	463,448
France	236,146
Germany	91,384
Argentina	75,000
Australia	73,900
Italy	53,000
India	45,982
Dutch East Indies	45,000
Spain	37,560
New Zealand	37,500
Russia	35,000
Belgium	33,200
Union of South Africa	26,468
Brazil	25,000
Mexico	25,000
Denmark	22,260
Cuba	20,000
Switzerland	18,011
Austria	16,350
Norway	14,340
Sweden	14,250
Holland	13,500
Philippine Islands	12,381
Japan	12,260
Algeria	12,000
Poland	10,700
Chile	10,000
Uruguay	10,000

The motor registration in some of the lesser motorised countries is: Rumania, 8,500; China, 8,150; Malay States, 8,000; Porto Rico, 6,500; Turkey, 5,500; Ceylon, 5,350; Egypt, 5,084; Portugal, 5,000; Czechoslovakia, 4,133; Gold Coast, 3,500; Morocco, 2,500; Trinidad, 2,221; Siam, 2,187; Mauritius, 1,600; Hawaii, 1,500; Jamaica, 1,350; Barbadoes, 1,000; Newfoundland, 600; Guatemala, 500; Portuguese East Africa, 430; Angola, 250; Madagascar, 150; Bahamas, 150; Madeira Island, 100; Azores, 80, while Monrovia, the capital of Liberia, is credited with three motor vehicles.

Divided into Continental classifications the figures show 11,162,110 motor cars in North and South America, 1,110,590 in Europe, 134,730 in Asia, 125,281 in Oceania and 55,832 in Africa.

In discussing the export possibilities in other parts of the world for the American manufacturers, Automotive Industries says:

"France, Russia, Germany and other smaller European nations however, are not of particular interest from an export view at the present time, due to the generally unsettled economic conditions in those areas.

"In certain European countries, moreover, there is active domestic production of motor vehicles, notably in France, Italy, Germany and Belgium, This home competition will always be a large factor of sales resistance to American products.

"The countries which already have a considerable number of cars, however, are likely to prove the most accessible to the American exporter, since he is not under so great a necessity of selling the idea of motor transportation."

It will be noticed that in the list of motor vehicles only four South American countries are in the class with 10,000 or more. Argentina leads, with 75,000, followed by Brazil with 25,000, while Chile and Uruguay have 10,000 each. The great majority of these cars are in and around the cities, where good road facilities have been chiefly developed The general scarcity of motor vehicles throughout the great area of South America reveals very clearly the dependence of wide automobile use upon satisfactory highways. Mention is made that Uruguay, the smallest country in South America, and with but 1,250,000 population, has more good roads than any other country on the continent, which explains why it has 10,000 motor vehicles. In Montevideo are registered 7,461 cars, and there were imported into Uruguay from 1903 to May 31, 1921, a total of 13,194 vehicles. There are not over 100 users of motor trucks in Uruguay.

Automobiles credited to some of the other South American countries are: Peru, 3,343; Venezuela, 2,500; Colombia, 2,000; Panama, 1,950; British Guiana, 1050; Ecuador, 500; Paraguay, 500, and Bolivia, 300.

The 236,146 motor vehicles in France represent an increase of 100 percent, as compared with the motor registration before the war.

Some interesting deductions are presented in analysing the United States registration of 10,505,660 motor cars. Taking the census figures of July 1, 1921, this represents one motor vehicle for every 10.2 persons in the country. The gain over 1921 is 1,573,202 cars, or 17.6 percent. A division of the States into their chief industrial activities reveals the fact that the agricultural States contain the largest number of automobiles in proportion to population, the percentage being one car to every 7.76 persons. These States include Arkansas, North Dakota, South Dakota, Kansas, Minnesota, Nebraska, Oregon, Oklahoma, Texas, Washington and Iowa.

The mining States, Wyoming, Nevada, Utah, Montana, Colorado, Arizona, Idaho and New Mexico, come next with one car to 8.61 of population, followed by the manufacturing States with one to 10.72, and the Southern States with one to 19.50. The manufacturing States are classed as Massachusetts, New York, Pennsylvania, Michigan, Indiana, Delaware, Connecticut, Rhode Island, New Jersey and Wisconsin.

The total registration in the manufacturing States is 3,568,462, in the agricultural, 2,591,205; in the mining, 490,531, and in the Southern States, 1,175,281.

Greater Value In Modern Cars

"A dollar goes further today in the purchase of an automobile than it ever did before," declares Phil Giovannini, of the H. S. Honigsberg Co. "The great strides which the industry has been making are symbolised by the new Buick models which offer high-powered, commodious, well-equipped cars at a figure much less than they would have cost five or ten years ago.

"Probably every family has the desire to own a high-powered, beautiful automobile, and many hold back because they believe that the cost is enormous. The big, cumbersome vehicles of yesterday are gone, however, and in their stead are highpowered, beautiful creations, which offer a degree of motoring comfort that not even the finest of the ancient heavy cars could supply.

"With the scaling down in price, the Buick factory has brought its product within the reach of thousands who before might have thought them expensive. And because this class of motorists must think continually of upkeep costs in buying a motor car, mechanical improvements have been made that pronounce it immediately among the highest in value.

"Yes, indeed, a dollar goes much further today in the purchase of a motor car, and we are of the firm belief that the new Buick models are being merchandised at a figure that makes every dollar spent for them bring a dollar's worth of value."

Wife Best Auto Buyer, Says Man

"Let your wife choose the car you purchase—I used my own judgment nearly a dozen times without being entirely satisfied, and then my wife stepped in and vindicated the good judgment of womankind right off the reel."

That's the advice given motorists by C. W. Dennison, manager of the Mason Tire and Rubber Company. With Mrs. Dennison, he has just returned from an extensive trip through Southern California in their new Essex coach, and about evenly divides his praise between the excellent judgment of his wife in selecting their car and the notable performance of the machine on the trip

"I've bought a motor car many times," remarked Dennison to his wife not long ago, when they had decided on acquiring a new automobile, "and we have never been completely satisfied. Now I shall have nothing to say—you go ahead this time and make the choice and I'll buy any car you name."

And Mrs. Dennison shopped on "Automobile Row" for several days. She visited every motor car salesroom in the city, and finally decided on an Essex coach.

"When Mr. Dennison told me to go ahead and purchase our car this time, I made a list of performance specifications which this car would have to fill," stated Mrs. Dennison. "It would have to be economical to operate, both on gas and tires. It would have to be so sturdy that it would not be laid up for repairs and thus inconvenience us. It would have to handle with the greatest ease and ride with the greatest comfort.

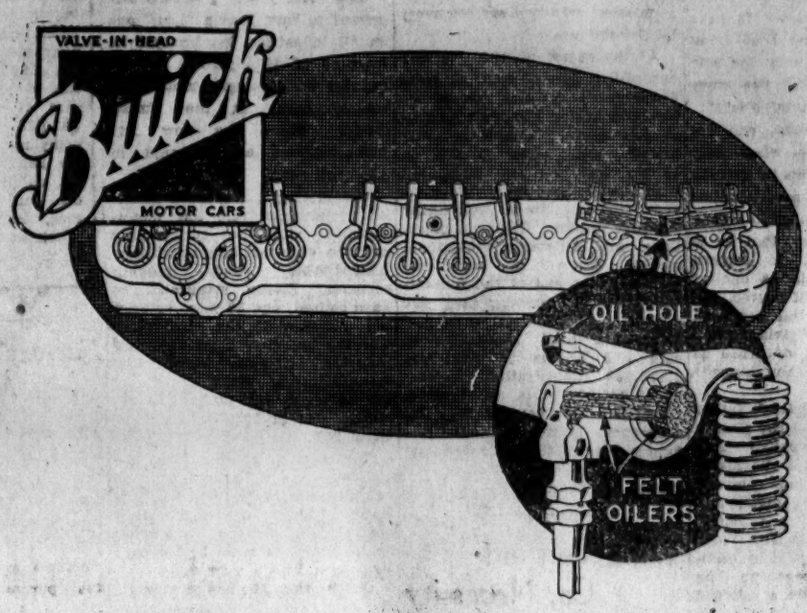
"When I went to H. O. Harrison Company's and looked at the Essex coach I found that all of my specifications were apparently filled by this car. So I just bought one of these snappy models."

In commenting on the sale of an Essex coach to Mrs. Dennison, Roy B. Alexander, sales manager of H. O. Harrison Company, declared that the women of the family decide the purchase of three out of every four automobiles.

Use Newspapers To Clean Glass

It is estimated that about everything from handkerchiefs to sponges have been used by motorists to clean the windshields and other glass fixures of their cars.

But the best thing yet is just plain newspaper. Wad it up and if necessary moisten it a bit and rub as vigorously as you please. You'll find that it takes the dust and dirt off quickly and efficiently. There is no danger of leaving a streaky glass, either.



Buick Rocker Arms Are Kept Constantly Oiled

Occasional filling of the Buick rocker arm reservoir assures constant lubrication of rocker arms and push-rods —making frequent attention unnecessary. This is another pleasing feature of Buick construction that is appreciated by every Buick owner.

H. S. HONIGSBERG & Co., Inc.

BUBBLING WELL ROAD
Tel. W. 1234

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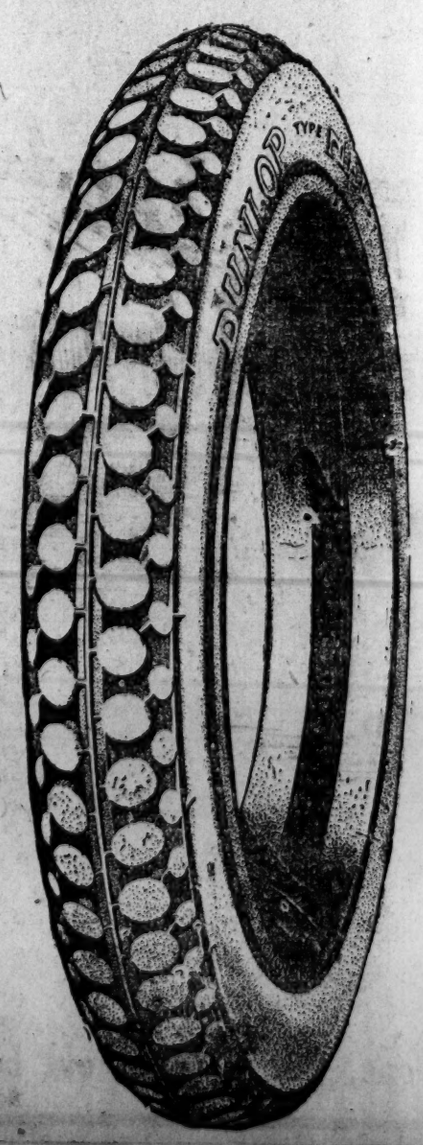

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JOYFUL DAYS FOR THE MOTORIST

For a smaller outlay the motorist obtains more mileage and greater freedom from trouble by using Dunlop Tyres than at any time before.

Not only are prices lower now than at any previous time in our history, but the new principles of construction have more distinct points of admitted advantage than any tyres hitherto made.

The great preponderance of Dunlop Tyres fitted in Shanghai is fitting testimony to the sterling merit of the tyre that made motoring possible.

The cars used by H. R. H. the Prince of Wales throughout his visit to the Orient were fitted with Dunlop Tyres

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DRIVING 'STUNT' WOVEN INTO FICTION STORY

A fiction story that will interest motorists appears in the April number of The Blue Book Magazine, which is now for sale on the news stands. The story is entitled "The Drivin' Fool."

It concerns, briefly, one Hal Locke, a young chap, whose only ambition seems to be to drive a fast automobile. So notorious has Hal become, according to Sylvia Moorehead's father, that he is being pointed out to eastern tourists in California as one of the coast exhibits. Of course, one may guess that Hal has been paying court to Sylvia, or he would not be much concerned as to what Sylvia's father thought of him.

Hal's father and Sylvia's father are joint owners of the Golden Gate Packing company. And right here the plot begins to thicken. The packing company has been going along nicely and is all ready to pay a $500,000 note to the bankers in New York. The money must be paid by certified check. And about the time it is put in the mails a railroad strike comes along and ties up transportation. It may be guessed that the New York bankers would rather have the plant than the money.

The two partners call up New York and are told that the contract clearly says that the money must be paid by certified check in New York by noon of September 7.

DRIVES ACROSS

With the two partners driven almost crazy by the knowledge of their helplessness, Sylvia steps into the breach and tells them that Hal must take the check to New York. He leaves with the precious check and has just six days to get it across the continent.

Then the villain, in the shape of the representative of the bankers, steps in. He has been spending his time at the packing company, as is usual in loans of the kind, to watch his employers' interest. When he finds that young Locke has left alone to deliver the check, he hires two rough young men to follow and delay him, but do it so subtly that blame can not be placed where it belongs.

Hal gets through to New York with four minutes to spare. Then he tells Sylvia's father that he has had enough of fast driving, and the rest can be guessed.

Considerable local interest attaches to the story for the reason that its locale is San Francisco. In addition, the route that young Locke takes in getting to New York is practically the same route as that followed by the Hudson double cross-country car in September of 1916, when it went to New York in 5 days 3 hours and 31 minutes, and returned in 5 days 17 hours and 33 minutes.

"STUNT" MANAGER

W. F. Sturm, the writer of the story, is the young man who managed the Hudson double cross-country record for the Hudson, in addition to many other stunts for the Stutz, the Cadillac and the Chalmers. Sturm has had more experience in auto stunt managing than probably any other man in the business and is using this knowledge in his fiction. "The Drivin' Fool" is the fourth of a series of automobile stories which he has written for the Blue Book. These stories concern auto racing and cross-country work. The following number of The Blue Book will contain another story of his—"Fixed," a tale of the Indianapolis 500-mile race.

America Now Has 10,524,395 Autos

(Chung Mei Service)

New York, April 20.—The recently completed figures for the 1921 automobile registrations in the United States, a compilation which is made annually by the Goodrich Rubber Company, reveal that there are 10,524,395 motor cars and trucks in the United States. This is 1,229,023 larger than the total of 1920, an increase of 13.2 percent. The data was obtained from the registration figures of all the states.

New York again leads with 816,010 cars and trucks, an increase of 123,836, the largest made in any state over the previous year.

It is interesting to note that six states account for over one-third of the year's increase in registrations. Illinois, Indiana, Michigan, New York, Ohio and Pennsylvania accomplish this with a combined gain of 573,347 cars. Any one of these states has more cars than the entire European continent. Their aggregate total of 3,781,849 is greater than the total registration of the country in 1916, and greater than the present world registrations excluding the United States.

There was one motor vehicle for every ten people in the United States in 1921 as compared with one for 11.8 in 1920. If this average were maintained throughout the world there would be 170,000,000 cars in use. The world registration today is approximately 12,500,000. California and Iowa lead in the number of cars as compared to population with one car for every 5.2 inhabitants.

At the outset of 1921 various authorities agreed that at least 600,000 automobiles would be scrapped during the year. National Automobile Chamber of Commerce, and other production figures for the year compared with the increase in registrations show this total to be well under the four hundred thousand mark. Cars are delivering exceptional service. Instead of being discarded at the end of the estimated five-year period, they are delivering at least six years' service. The total production of cars and trucks in 1921 was 1,575,686. Registrations increased 1,229,023. It is thought reasonable to believe that the difference between these two figures, or 346,663, represents the number of cars that were junked last year.

Walk To Find Car Necessity

Have you who own and drive cars ever been deprived of the use of them? If you have not, then get acquainted—because the best way for a motorist to realise or find out just how much his car is really worth to him is to try and get along without it for about a week. That was the statement of a Chicago dealer.

"Being in the business," he said, "it was a pleasure to see, a short while ago, the experience of a personal friend of mine who clearly illustrated the discomfiture of turning pedestrian after having been a motorists for several years. His wife's relatives arrived from the east, and nothing would do but they take the family car and look up some relatives in the northern part of Wisconsin. So the wife took the car and left friend husband at home to hoof it for a while.

"The anticipation of the sport he would have without the car for a time was squelched the first day. He thought that in addition to the belief that walking around and taking the street cars would be great, it would give him a chance to rest up from the strenuous driving through traffic that was his experience almost every day.

"But, lo! the first day he was late to three different business engagements, missed two altogether, on one of which he lost a good contract to a competitor. The rest of the week was almost as bad. He had to forego two social engagements because he couldn't make street railway connection and didn't want to ask friends to take him.

"So, when wifey returned with the car his feelings of relief were hard to describe. Said he wouldn't be without one again for anything, and is now going to get one for the wife, something that I just found out she wanted him to do a long time ago. Has anyone had a little experience of his own like this one?"

Vigilantes To Curb Speeders

Automobile vigilantes, working under the direction of the Automobile Club of Southern California, have reported 2,500 reckless motorists in Los Angeles.

This either speaks well for the vigilantes—or bad for the motorists.

According to a report issued by the safety bureau of the Auto club, the Los Angeles vigilantes, organised for the purpose of curbing reckless driving on the city streets, have lived up to their individual promises in turning in the names of all motorists they observe in the act of endangering the lives of others while operating motor vehicles.

In each of the 2,500 instances warning letters have been sent to those whose names were reported. More than three warnings to any particular driver means police action.

Franklin Shaft Has Seven Bearings

One of the most important mechanical features of the Franklin is the seven bearing crankshaft.

Some seem to think the seven-bearing crankshaft is quite common in present-day sixes, but an investigation discloses the fact that there are only seven six-cylinder cars using seven-bearing crankshafts, and, with the one exception, the Franklin is the lowest priced car of this group. In most cases prices are two or three times the Franklin prices.

But the Franklin is the only passenger automobile with a case-hardened crankshaft, a feature that insures bearing life three or four times greater than formerly. In fact, it is said that with the case-hardened crankshaft a car may be driven the entire period of an ownership without taking up the bearings. But one make of motor car and one make of truck specify case-hardened crankshafts.

Year Sees Gain In Number Of Car Manufacturers

The last year, generally admitted to have been a "lean" one in all industries, has brought an increase of 12½ percent in the number of passenger motor car manufacturers in the United States. There are now 181 manufacturers as compared to 160 last year.

Considering the general financial conditions, very few manufacturers went into receivership and the year was almost without discreditable stock judging schemes. Eleven manufacturers have retired, but 30 have entered the business in the last year. For the first time since 1912 the industry has gone beyond 175 manufacturers. The largest number of motor car plants yet recorded was in 1911, when there were 275.

To the manufacturer the situation means a welcome return of confidence in the general business future. It means also keen competition. To the buyer the competition means better cars than ever before offered.

Challenging the supremacy of the group of big manufacturers with cars which set the standard of value in their class is an ambitious group of "small" producers. The situation might be compared to that which existed before the war when makers vied for favor with refinements of design—and the industry in general profited by the rivalry.

Many of the new makes are small, light weight cars, hinting at a possible tendency to follow the gas conserving European designs. Most all of them show real improvements and an absence of "jazz" construction. Among the newcomers are two steamers and two air cooled cars.

Another striking development which indicates the interweaving of the motor car in the fabric of American industrial life is the wider distribution of motor car plants. Detroit, Cleveland and Indianapolis continue to be the three large centers of production, but there are many new states in the passenger car manufacturing list.

Missouri, noted for its mules, is climbing toward the top in the newer transportation, ranking eighth among the states in passenger car factories. Michigan still leads with 85 factories. Ohio is second with about 28 plants in active production. Indiana is third with 25.

Approximately 600 body models and more than 170 chassis models are offered. Forty-eight makes use 4-cylinder motors, 82 use six cylinders, 13 use eight cylinders and two use 12 cylinders. But one chassis model is produced by each of 113 manufacturers; no manufacurer produces more than three chassis models.

Franklin Sales Last Year $22,280,000

Syracuse, N.Y.—Sales of the H. H. Franklin Manufacturing Company (makers of the Franklin car) during 1921 aggregated $22,280,000. During 1920—the peak year of the industry—Franklin sales also reached their peak—$27,864,000. Officials of the company point out that sales for 1921 exceeded the marks set up in 1917 and 1918 by six million dollars in each case, and come within approximately a million dollars of the 1919 mark.

Factory Trains Men For Service

In order that every Cadillac dealer may have the full advantage of new ideas and new methods in the repairing and servicing of Cadillac motor cars, the Cadillac Motor Car company conducts a technical school for the purpose of instructing mechanics from all sections of the country in scientific methods of repairing.

The regular spring session of this school opens this month and will continue for the next three months. The students selected for the course are by no means inexperienced but are men picked from the various service stations who in their turn will instruct others.

During the period of instruction the students disassemble and reassemble a Cadillac chassis with a view to learning all the adjustments of the type 61 and also to glean the chief differences between it and the preceding models.

Approximately 1,000 men have been graduated since the school was started in 1910. Charles Rogers, a veteran Cadillac employe, is in charge, under the supervision of E. C. Garland, who is head of the technical department in the company's general offices in Detroit.

NEWS WHILE IT IS NEWS

—That's the kind That appears in

THE EVENING STAR

Every Afternoon at 4.30 o'clock

The Evening Star also is always printing interesting Features like those by W. L. George, now running every day on the Woman's page, Irene Corbally's stories, Chin Chin, the Pagoda of Piffle, and numerous others.

And Beginning Tomorrow:

"The History of Extraterritoriality"

By ROBERT T. BRYAN, JR.

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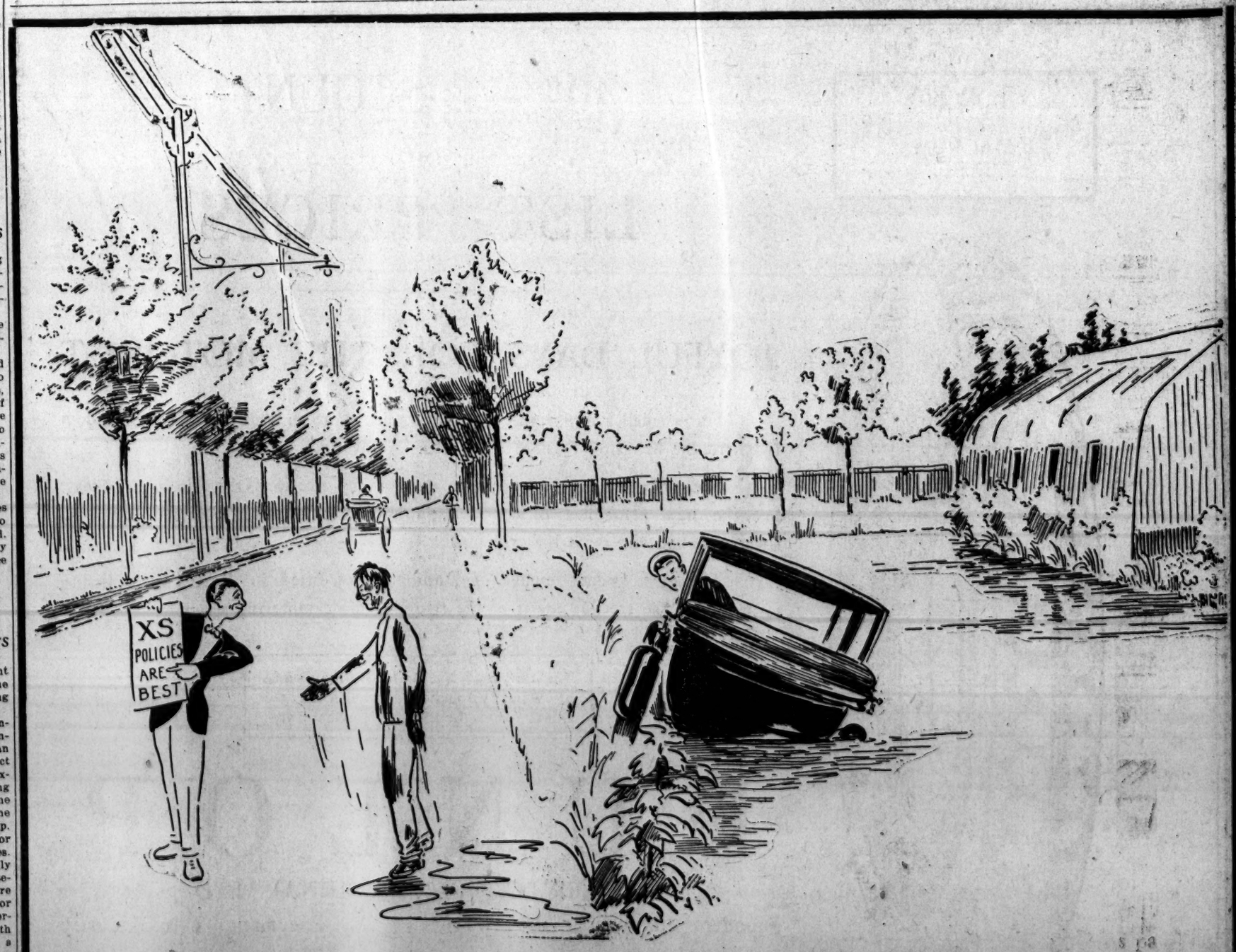


An XS Policy gets you out of trouble. Thanks I've got one, put it there old bean.

China Press Sports

SHANGHAI, SUNDAY, MAY 7, 1922

RECONSTRUCTED CRICKET TEAMS COMPETE TODAY

Trial For Interport Game Expected To Decide The Eleven

HONGKONG MEN ARRIVE

Game Set For Wednesday And Thursday; Entertainment Is Planned

An interport trial cricket match will take place today, the sides being Probables v. the Next XV. The sides are as follows:

Probables.—Capt. Barrett, H. W. Allison, G. M. Billings, C. Brook, W. R. Cockburn, A. W. Hayward, Dr. W. E. O'Hara, D. W. Leach, H. B. Ollerdessen, F. L. Wainwright and T. W. R. Wilson.

Next XV.—W. G. C. Clifford, G. F. H. Bichard, G. A. Begg, E. G. Barnes, E. W. Day, R. B. Gotch, W. N. Hansell, W. J. Hawkings, W. J. Haynes, J. A. Foster, A. H. Bheora, G. D. Nicholl, J. A. Quayle, H. H. Morris, and J. H. Raikes.

As seen the Probable side differs slightly from the previous weeks' team, and is the result of careful choosing by the Selection Committee. Though an excellent side in itself one cannot help thinking that we cannot afford to carry any passengers in a team like this, bearing Shanghai's reputation on its shoulders.

The Hongkong Garrison team to visit Shanghai arrived yesterday by the Empress of Japan. The match will take place on the Shanghai Cricket Club ground on May 10 and 11.

The members of the Hongkong team who came by the Empress, were: Major Bagnall (Captain), Captains Davidj, Le Fleming and Olliver, Major Wright, the Rev. Purcell and Lieut. Graham. Lieut. Stewart and Mid. Hayter and Sparks are already here in H. M. S. Hawkins and Lieut. Beattie of H.M.S. Magnolia arrived from Wuhu Friday.

On Thursday both teams have been invited to a performance of the "Skin Game" by the A.D.C. On Friday it is hoped to arrange a dance at the Country Club, and on Saturday, May 13, the teams will dine at the Shanghai Club. Members of the Shanghai Cricket Club wishing to attend this dinner should send their names in to Major Wainwright, c-o Mixed Court.

Davis Cup Draw Burlesqued In Paris Music Halls

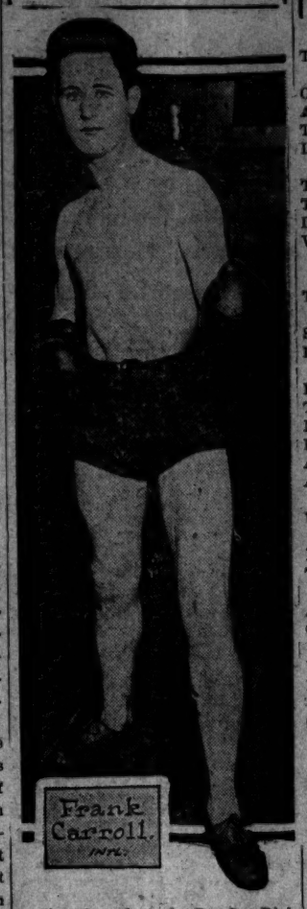
Paris, April 18.—The draw for next September's Davis cup matches caused much criticism by the French sporting papers which objected particularly to the first round. The distances that must be covered by these teams, experts declare, will cause defaults of practically half the preliminary matches.

A number of humorists wrote facetious articles about the Hawaiian team meeting the Czecho-Slovakian players and about the Philippines being matched with their old mother country, Spain. One Paris music hall has been featuring a combination Hawaiian and Czecho-Slovakian tennis song. Andre Gobert, captain of the French Davis cup team, says the draw was as good as could have been hoped for and thinks several defaults would simplify matters.

Wrestler Hog-Ties Boxer In Frisco

An effort was made in San Francisco recently to settle the question as to which would be returned the victor in a match between a wrestler and a boxer. In this instance the wrestler made a monkey of the boxer. "Toots" Mondt, of Greeley, Colorado, was selected as the wrestler while a local light heavyweight boxer opposed him. Mondt tossed the boxer around for a couple of rounds and then in the third threw him, drew a cord from under his trunks and tied him hand and foot.

Pittsburgh Boxer Claims "Handsomest" Title



The laurels of Dandy Dick Griffin, Fort Worth bantamweight, are being disputed. Now comes Frank Carroll, Pittsburgh mauler, shown here, with the announcement that he is the handsomest scrapper who ever stepped into a squared arena. Carroll, incidentally, holds the title of featherweight champion of the Canadian Expeditionary Forces.

Shanghai Plays Jap Nine Today

The Shanghai Baseball club meets a team of Japanese ex-college players composed from various local hongs this afternoon on the baseball field commencing at 2:30 p.m. All players of the big team, appearing on the field in uniform will be given a chance to play. Wynn and Church, the two new twirlers will probably do the pitching, with perhaps an inning or two given over to the older heads, should they feel fit. The Club meets the American School nine on Tuesday at 5 p.m. and the Nanking Language School team on Saturday.

Baseball Scores

Thursday's Games

AMERICAN LEAGUE

At Detroit

Detroit	6
St. Louis	5

At Chicago

Cleveland	5
Chicago	3

No other Games

NATIONAL LEAGUE

At St. Louis

St. Louis	8
Cincinnati	7

No other Games

Friday's Games

AMERICAN LEAGUE

At Detroit

St. Louis	6
Detroit	1

At Chicago

Cleveland	6
Chicago	2

At Philadelphia

New York	5
Philadelphia	4

NATIONAL LEAGUE

At St. Louis

St. Louis	3
Cincinnati	2

Chicago at Pittsburg (Rain).

Philadelphia at New York (Rain).

Boston at Brooklyn (wet grounds).

Oxford-Middlesex Draw At Cricket

(Reuter's Service)

London, May. 6.—The match between Oxford and Middlesex concluded at Oxford yesterday resulted in a draw, Oxford scoring two points for leading on the first innings.

SPORT AND STAGE

BY DOMINO

RHYMES OF THE TIMES

The League of Nations, so we hear,
Of discord was a sower,
And now we very greatly fear
The same news from Genoa,
Lloyd George with all his Celtic tact
The world has not yet righted;
The Soviet
Decisions get
With which they're "not delighted."

* * *

The news we get of Chang Tso-lin
Suggests that he is moving
His quarters—and he hopes to win
His safety—thereby proving
That he who fights and runs away
May fight some day the better,—
From Mukden boo
At Wu Pei-fu
And worry him by letter.

* * *

We didn't win the Champion Sweep,
But had our doch an' dhoris
To help us calm our woes in sleep
And dream of Henry Morris,
Old Bill tried hard to prove that he
Was just as good as ever
But pristine Chuck
—To whom, good luck,—
Came through by riding clever.

* * *

The Spring Races are over and the majority of us have still to go on hoping for that blissful moment when our number appears on the board parallel with a Maresfield or an Old Bill or even a Shenkoland. Pope puts it very nicely:

Hope springs eternal in the human breast,
Some never are, but always to be blest.

The little poet of Twickenham must have seen in prophetic vision the forty-odd thousand holders, who had tickets, gazing at a board wondering if the number they held was going to appear. Even to the last number out of the box the hopeful look on each face remained. Then it disappeared and the murmur ran "Never again—until next time."

Talking about the races calls to mind this little bit of catechism:

The Vicar: "Your father a groom, Willie, and you cannot tell me what b-r-i-d-l-e spells! What does your father put on a horse every day?"

Willie: "A shilling each way, sir!"

* * *

THE SKIN GAME

Quite a lot has been said and written about "The Skin Game," the A.D.C.'s latest production, and probably quite a lot of playgoers have not yet seen it—although three full houses have listened to Galsworthy's brilliant lines.

Well, there is still another chance, and that will be the absolute lastest—excuse the new superlative.

Next Thursday, at 9:15 p.m. a special performance will be given of the play in honor of the Hongkong Garrison Cricket Team. Both the local team and the visitors will be the guests of the A.D.C. The rest of the house is now open to the public.

Let me tell you a little story. It is to be my text for a very short spasm upon "The Skin Game."

A young curate found that he was preaching one evening to a congregation which included his bishop. He was naturally nervous and anxious to impress. He did his best.

After the service he met the bishop in the vestry and simply longed to hear his diocesan make some remark about the sermon. No remark came, and in desperation the youth said: "My lord, how did you like my text?"

The bishop replied: "I found no fault with the text."

So much for the text of my discourse.

It has been interesting to hear the many and varied criticisms of "The Skin Game."

The dominant one, I think, is this: "I don't like the play, it is cruel, it leaves a taste in the mouth, but it is splendidly acted."

Another criticism one hears is "Why not confine yourself to light comedy, it is amusing, it is refreshing, it is easy."

This comes from those who would confine their reading to light "literature." I place the word in quotes for the books one calls to mind so seldom come under that denomination.

We are told again and again that there is plenty of fine talent in Shanghai. There is no doubt about it. You can travel the world over and find in few places such a number of clever folk in all branches of Music, Art or Drama. To ask our local players to cut out of their repertoire some of the best of modern plays because they may fail to carry the "happy ever after" curtain is like asking the musician, or the artist, to refrain from attempting Modern or Futurist Study. Art must be progressive or it will die, whether it is in the drama, music or painting.

But I'm getting much too prosy for Sunday morning reading. Without the firstly, secondly, thirdly, finally, and in conclusion, let me come to the end and sum up the varied remarks of "The Skin Game" in this: "What do you think of the play?" "I have no fault to find with the acting." Just the opposite good people to the curate and the bishop contratemps.

* * *

THE B. W. A.

The Dramatic Section of the B.W.A. is to be congratulated

(Continued on Page 2)

S.R.A. SETS NEW DATE FOR ANNUAL RIFLE MEETING

Owing to S. V. C. Annual Church Parade taking place on Sunday, 21st instant, members are asked by the Committee to note the following provisional alterations to time-table.

Date	Time	Range	Event	Conditions
May 20	6 a.m.	(200	8	Service
		(200	9	"
		(200	4	Bisley
May 20	1.30 p.m.	(500	3	"
		(600	2	"
May 21	6-9 a.m.	(300	9	Service
		(200	1	Bisley
May 21	2 p.m.	(500	1	"
		(600	1	"
		(100	8	Service
May 27	2 p.m.	(200	7	"
		(500	7	"
		(200	5	Bisley
May 28,	7 a.m.	(300	6	"
		(500	4	"
		(600	6	"
		(200	2	"
May 28,	2 p.m.	(300	3	"
		(600	5	"

Note:—1st, 2nd and 3rd squads of the event 8 (100 yards) will shoot in the 1st squad of the Event 7 (200 and 500 yards) and 4th, 5th and 6th squads will shoot in the 2nd squad and so on.

RIFLE MATCH

Saturday, May 27, at 7 a.m.

S. R. A. v. The City Rifle Club, London.

MONDAY, MAY 29, AT 7 A.M.

S. R. A. v. The North London Rifle Club-London. The thanks of the Association are due to the Japanese Co., S. V. C., for kindly allowing the use of the range on this date allotted to them by the Headquarters, S. V. C.

Members are reminded that entries close on Monday, May 8, at 5 p.m. Entrance fee $3. Entries so far received, 30.

LADIES' PRIZE

Ladies are reminded that entries close on Monday, May 8, at 5 p.m. noon. Entrance fee $1. Entries so far received, 50.

MEDHURSTIANS ANNUAL SPORTS A BIG SUCCESS

Six hundred spectators, including foreigners and graduates and students of Medhurst College watched the annual athletic sports held yesterday afternoon. Seventy four prizes were presented to the students qualifying in the 22 events. Seventy two students competed. Kwan Kyien Lung won the Senior Championship, while Chow Yung Piau won the junior honors. Each boy received a silver shield.

Kwan Kyien Lung was first in the Senior high jump, 5ft 2¼ inches; first in the Senior 440-yard dash, time 1:04; first in the 120 yard hurdles, second in the senior 100 yard dash; second in the senior shot put, second in the senior discus throw, and third in the senior broad jump.

Chow Yung Piau, the junior champion was first in the Junior high jump, 4 feet 3 ½ inches; second in the final of the Juniors 100-yard dash, second in the Juniors 3-legged race.

Another student with a high total of points was Zi Tshien, first in the Senior shot put, 27 feet 4½ inches; first in the senior discus throw, 66 feet 5 inches; second in the Senior broad jump, second in the senior 120 yard high hurdles, third in the Senior high jump, third in the senior 100-yard dash, third in the Senior pole vault.

PETERSFIELD WINS FINAL GREAT EVENT OF MEETING

After Champions Victory Morriss Stable Takes Grand National

OLD BILL SECOND

Favorites In Form For Closing Program Of Spring Meeting

For the third time in two years Mr. Henry Morriss, riding his great steeplechaser Petersfield, won the Grand National Steeplechase on the Shanghai Course yesterday. This victory gives the distinction of winning both of the major events of the Spring Meeting, The Champions, won by Mr. C. R. Burkill on Maresfield on Wednesday, and The Grand National yesterday.

The Campox pony Old Bill, ridden by Mr. M. O. Springfield and long favorite in the race, and Mr. Morriss' Letchfield, ridden by Mr. A. J. Heard, second choice favorite, finished second and third respectively. At the start of the race Old Bill went out in front of the field setting the pace as far around as the Widow's Monument. At this point Peterefield after having started as a tailender pushed through the pack and went into first place with Old Bill, Patapouff and Letchfield closely bunched following. In this formation the ponies swept around the course the second time and in the turn into the stretch with Petersfield several lengths ahead Letchfield, passing Patapouff, went into third place close behind Old Bill.

CONTEST FOR PLACE

The only contest of the home stretch was between Old Bill and Letchfield for second place and it was apparent then that Petersfield would win the race. The Morris pony finished two lengths ahead of Old Bill. Letchfield a length behind Old Bill took third place. Preceding meetings at which Mr. Morriss riding Petersfield has won the Grand National Steeplechase were the Spring and Fall meetings of 1920, and the Fall Meeting last year. The event was won at the meeting a year ago by Old Bill with Red Pepper second ad Medina-Sidonia third.

In general dividend payments yesterday were small. The outstanding upset of the program was Rouble's victory in the seventh race which resulted in a payment for win of $109. In some respects the final event of the meeting, The Mafoos' Race, was one of the most interesting of the program and with a field of sixteen starters it provided the usual upset when it was won by King's Cross with Lichfield and Astral finishing second and third. The payment for win in this race was $76.30.

Mr. William Hill led the riders yesterday winning two of the events and taking second place in another.

THE SUMMARIES

1.—**The Spring Griffins Handicap, "A" Class**—Winner, Tls. 400. Second, Tls. 200. Third, Tls. 100. A Handicap for Griffins of this Meeting that have started at least Twice in Races of ¾ mile or over at this Meeting.—One mile and a quarter.

Ma-ka-lees' (Moon) The Knut, ... 147—1

Mr. Wing's (Knoll) Beeswing, ... 142—2

Messrs. Stephen and Stitt's Grey Bowler (Brand) 146—3

Won by many lengths; many lengths.

Time 2:40 2-5.

PARI-MUTUEL

For Win $9.90; for place; 1st $5.90; 2nd $5.90; 3rd $8.20.

	Win	Place
The Knut (Moon)	1083	1011
Beeswing (Knoll)	573	1010
Grey Bowler (Brand)	159	289
ALSO RAN		
Zenda (Sleap)	347	454
Hilo (Springfield)	159	223
Assurance (Harper)	118	200
	2439	3187

Member's Sweep: 1st 129; 2nd 35; 3rd 803; Unplaced 401, 443, 667.

2.—**The Spring Griffins Handicap, "B" Class**—Winner, Tls. 400. Second, Tls. 200. Third, Tls. 100. A Handicap for Griffins of this Meeting that have started at least Twice in Races of ¾ mile or over at

(Continued on Page 2)

Famous "Chief" Bender In A New Role

"Big Chief" Bender, the great Indian pitcher of the old champion Philadelphia Athletics, is now manager of the Arms and Ammunition Department of the Winchester Sports Store at New Haven, Conn.

HANSON WINS 'A' CLASS IN AM'N CO. MAY CUP SHOOT

The May Monthly cup competition of the American Co., S.V.C., was fired at the Rifle Range yesterday morning. The conditions were Practices 13 and 14 of the S.V.C. Course. The following are the best six scores in each class:

	Practices		Total
"A" Class	13	14	
Pvt. V. Hanson	19	32	51(a)
Pvt. T. O. Schmid	14	36	50
Sergt. A. T. Cooper	17	32	49
Corp. F. G. Green	13	35	48
Pvt. W. Hutchinson	13	33	46
Sergt. F. J. Twogood	13	31	44
"B" Class.			
Pvt. B. S. Jenkins	17	39	56(a)
Pvt. F. F. Vaughan	18	30	48
Pvt. E. J. Anderson	14	34	48
Corp. L. G. Canda	13	32	45
Pvt. C. J. Doughty	11	30	41
Pvt. T. Schneider	13	28	41
"C" Class.			
Pvt. E. T. Lockwood	17	37	54(a)
Pvt. R. E. Parker	15	35	50
Pvt. H. N. Brewster	14	25	39
Corp. J. Van Hook	18	21	39
Pvt. P. L. Gross	15	20	35
Pvt. J. F. Stevens	9	20	29

(a) Winner of spoon and first leg on cup.

Concurrently with the May Monthly Competition a team shoot was fired between the platoons, eight highest scores to count, which resulted in a win for the Second Platoon, commanded by Lieut. Saner, by 15 points.

SECOND PLATOON.

Pvt. E. T. Lockwood	54
Pvt. Hanson	51
Pvt. Schmid	50
Corp. Green	48
Pvt. Anderson	46
Pvt. W. Hutchison	46
Sergt. Twogood	44
Sergt. Roberts	43
	382

FIRST PLATOON.

Pvt. Jenkins	56
Pvt. Parker	50
Sergt. Cooper	49
Pvt. Vaughan	48
Corp. Canda	45
Pvt. Winburg	41
Pvt. Brewster	39
Corp. Van Hook	39
	367

Am'n Co. Orders

SPECIAL ORDER NO. 835

ENLISTMENTS

The following have been enlisted and are directed to report to Sgt. Langley, C-1133, for instructions:

Pvt. Fred Von Ritter, 5 ft. 6 in
Bus: 83 Szechuen Road
Res: 15 N. Honan Road

SPECIAL ORDER NO. 836

ASSIGNMENTS

Pvt. Von Ritter to Fourth Squad, Second Platoon, Corporal Noah; and to Emergency Squad called by Corporal Noah.

SPECIAL ORDER NO. 837

LEAVES

The following leaves have been granted, account sickness:

Pvt. Corbett, April 3, 1922, until further orders

(Signed) V. OLSEN, Lieutenant, Commanding American Company, S. V. C. April 3, 1922.

Canada Drops Out Of Davis Cup Play

(Reuter's Service)

Tornto, May 6.—Canada has withdrawn from the Davis Cup Lawn Tennis Competition owing to insufficient time to train a team.

SEVEN RECORDS BROKEN IN MEET AT S'HAI COLLEGE

Students Hang Up New Marks For Weights And Runs

The Shanghai College Home Meet, run off yesterday on the local grounds, was one of broken records. New marks were registered in seven events. Ling Shee-kwang of Canton, captain of the team, shattered former marks on the home grounds in the 220-yard dash, the 440-yard dash and the low and high hurdles. He placed first in the 100 yards.

New interest in the track work recently developed surprises throughout the meet. While the squad which is to go to Nanking Friday for the East China Intercollegiate will be picked largely from the winners yesterday, it is expected that work during this week will result in taking one or two men from the list and adding a similar number in their place.

In the meet yesterday Paul Hyne, with 2 minutes and 17 3-5 seconds, made a new figure for the half-mile, and he placed first in the mile, with 5 minutes, 20 seconds. David Owen set new marks with the javelin and the discus. A youngster in the academy, Duh Baoching, took the pole vault.

The brothers, Bien Po-nien and Bien Sung-nien, placed consistently in several events. Chiu Hei-ping led in the high jump, Yuen Shen-dah was first in the broad jump. The record of yesterday's meet follows:

100-yds. dash—1st, Ling Shee-kwang; 2nd, Bien Po-nien; 3rd, Andrew Zee; 4th, Yen Dzu-ling. —Time: 10 3-5.

220-yds. dash—1st, Ling Shee-kwang; 2nd, Bien Sung-nien; 3rd, Andrew Zee; 4th, Bien Po-nien —Time 23 3-5. (New record).

440-yds. dash—1st, Ling Shee-kwang; 2nd, Yang Deh-neng; 3rd, Bien Po-nien; 4th, Loh Tsoyung. Time—55 4-5. (New Record).

880 dash—1st, Paul Hyne; 2nd, Cyun Hyung-chul; 3rd, Lee Dong-liang; 4th, Kitson Suvoong. Time—2:17 3-5. (New Record).

Mile—1st, Paul Hyne; 2nd, Yuen Shen-dah; 3rd, Gyun Hyung-chul; 4th, Kitson Suvoong. Time—5:20 min.

Javelin—1st, David Owen; 2nd, Wang Glen-yen; 3rd, Tsai Chen-ling; 4th, Chen Lan-sen. Distance 108 ft. 2 in. (New Record).

Pole Vault—1st, Duh Bao-ching; 2nd, Ling Shen-yang; 3rd, Wang Glen-yen; 4th, Djang Bing-dji. Height: 8 ft. 7 in.

High Jump—1st, Chiu Hei-ping, 2nd, Yang Shao-mok; 3rd, Djang Bing-dji; 4th, Hueh Gwok-sun. Height 4ft. 11½ in.

Broad Jump—1st, Yuen Shen-dah; 2nd, Bien Sung-nien; 3rd, Chen Lan-sen; 4th, David Owen. Distance 18 ft. 5 in.

Discus—1st, David Owen; 2nd, Tsai Chen-ling; 3rd, Bien Po-nien; 4th, Gentle Pao. Distance 83 ft. 7 in. (New Record).

Shot Put—1st, David Owen; 2nd, Gentle Pao; 3rd, Dju Guayeun; 4th, Tsai Chen-ing. Distance 33 ft. 5½ in.

High Hurdles.—1st, Ling Shee-kwang; 2nd, Shi Mei-ren. Time—18 min. 2-5 sec.

Low Hurdles—1st, Ling Shee-kwang; 2nd, Wang Glen-yen; 3rd, Bien Po-nien. Time—28 min. 4-5 sec. (New Record).

S. A. S. RUNNERS WIN BIG INTER-SCHOLASTIC RUN

Public School Boys, Winners Last Year, Finish In Second Place

DAVID BREAKS RECORD

Comes Home First 300 Yards In Lead, In 21 Mins. 20 Seconds

A field of close on fifty runners from the American School, the Public School and the Thomas Hanbury School turned out yesterday morning at Hongkew Park to compete for their respective Schools in the 2nd annual Cross-Country Run for the Oxford and Cambridge Society's shield. The conditions of this competition are that any number of bona fide students from the Schools in Shanghai may compete but the first five men home from each School constitute that School's team, points being awarded according to the order in which each runner finishes.

Last year the Public School won the shield rather easily, but this year the American School boys were expected to make a bold bid for the premier position, especially after their brilliant victory last Saturday over the other Shanghai Schools in the Harriers' Schoolboys' Race.

The course was a little over 3½ miles, and the American School, with second, third, fifth, sixth and eighth places won the team race, being closely followed by the Public School with first, fourth, seventh, ninth and eleventh places. The team points were:

1. American School 24
2. Public School 32
3. Thomas Hanbury School unclassified.

The order in which the runners finished is:

1 David, (S. P. S.), 2 Caldwell (S. A. S.), 3 Hagar (S. A. S.), 4 Hutchinson (S. P. S.), 5 Fisher (S. A. S.), 6 Waters (S. A. S.), 7 Brown (S. P. S.), 8 Weins (S. A. S.), 9 Tajima (S. P. S.), 10 Tipton (S. A. S.), 11 Hersberg (S. P. S.), 12 Salmsen (S. P. S.), 13 Madar (S. P. S.), 14 Smith (S. A. S.), 15 Shekury (S. P. S.).

Keen interest is aroused in cross country running among Shanghai Schoolboys by the Harriers' Club's Competition and by this Interscholastic Run, the time for the distance showing a marked improvement this year. Last year, H. Waters, the popular athletics Captain of the American School, was the first man home, his time being a little over 23 min. David, of the Public School, has set a fresh record this year, finishing a good three hundred yards ahead of any other competitor in the brilliant time of 21 min. 20 secs.

At the close of the race, Mrs. G. M. Billings, on behalf of the Oxford and Cambridge Society, presented the shield to the winning team. The officials for the race were drawn from among the masters of the Schools concerned. Later in the month the Shanghai Interscholastic Athletic Association will hold its second annual Field and Track Meeting for which the boys have already been training now for some months.

Nanyang Meet

Following is the list of winners at the Nanyang College Track Meet yesterday:

100-yard dash—C. C. Chen, 10 4-5 sec.

220-yards—M. K. Wang, 24 4-5 sec.

220 low hurdles—Y. S. Koo, 29 1-5 sec.

120 high hurdles—Y. S. Koo, 18 4-5 sec.

440-yards—M. K. Wang, 59 1-5 sec.

880-yard run—C. C. Chen, 2 min. 20 2-5 sec.

Mile run—C. H. Huang, 5 min. 40 sec.

Shot put—George Chow, 38 ft. 8 1-4 in.

High Jump—K. C. Shen, 5 ft 4 in.

Discus Throw—George Chow 94 ft. 6 in.

Broad Jump—Z. K. Ting, 19 1

Javelin Throw—Z. K. Tin 131 ft.

Pole Vault—Z. Y. Chen, 9 f 3 in.

880-yard Relay Race—Midd School, 1 min. 44 3-5 sec.

Petersfield Wins Final Great Event Of Meeting

(Continued from Page 1)

this Meeting.—One mile and a quarter.

Mr. Ormskirk's Carbon (Moller) ..... 153—1
Mr. Kgus' White Lilac, (White) ..... 140—2
Mrs. John Liddell's Hungjao (Liddell) ..... 153—3
Won by 4 lengths; 3 lengths. Time 2:45.

PARI-MUTUEL

For Win $8.10; for place; 1st $6.20; 2nd $9.50.

	Win	Place
Corban (Moller)	1203	816
White (White)	346	231
Hungjao (Liddell)	415	296

ALSO RAN

Blackmail (Zellenaky)	262	285
	2226	1628

Members' Sweep: 1st 24; 2nd 925; 3rd 736; Unplaced 475.

8.—The Spring Handicap, "A" Class.—Winner, Tls. 400. Second, Tls. 200. Third, Tls. 100. A Handicap for China Ponies that have started at least Twice in Races of ¾ mile or over at this Meeting.—One mile and a quarter.

Mr. Belinda's Tyneside, (Brand) ..... 150—1
Messrs. Sparke and Wilson's Castle Sycee, (Hill) .. 150—2
Capt. Bahnson's Guldborg, (Moller) ..... 155—3
Won by two lengths; two lengths. Time—2:38 3-5.

PARI-MUTUEL

For Win; $27.30; for place, 1st $8.60; 2nd $6.40; 3rd $13.00.

	Win	Place
Tyneside (Brand) ..	598	758
Castle Sycee (Hill) ..	1343	1922
Guldborg (Moller) ..	196	342

ALSO RAN

Nationalist (Knoll) ..	999	1285
Kings Cross (Bauld) .	83	230
Thomas a Bucket (Burkill)	601	654
Total	3720	5191

Members Sweep; 1st 1064; 2nd 770; 3rd 1291; unplaced 1210, 191, 466.

4.—The Spring Handicap, "B" Class.—Winner, Tls. 400. Second, Tls. 200. Third, Tls. 100. A Handicap for China Ponies that have started at least Twice in Races of ¾ mile or over at this Meeting.—One mile and a quarter.

Mr. Bauld's grey Lusterlo, (Hill) ..... 150—1
Mr. Hellenic's Adonis, (A. N. Dallas) .... 160—2
Mr. Cemos chestnut Crowborough, (Springfield ..... 163—3
Won by a length and a half; half a length. Time—2:38 2-5.

PARI-MUTUEL

For win; $38.90; place; 1st $8.70; 2nd $6.70; 3rd $8.00.

	Win	Place
Lusterlo (Hill)	437	767
Adonis (A. N. Dallas)	1251	1654
Crowborough (Springfield)	497	941

ALSO RAN

Standlight (Moller) ..	130	291
Roseleaf (White) ..	59	122
Barometer (Knoll) ..	461	519
Full House (Brand) ..	662	851
Nelson (Hulthen)	191	280
Henry VIII (Sleap) ..	185	227
Total	3573	5652

Members Sweep; 1st 154; 2nd 437; 3rd 1415; unplaced 962, 259, 673, 568, 1027, 182.

5.—The Grand National Steeplechase.—Winner, Tls. 500. Second, Tls. 200. Third, Tls. 100. For all China Ponies. Weight for inches as per Scale.—Over Morris' water jump, twice round and in.

FIRST

Mr. Morris' brown Petersfield, Morriss (164).

SECOND

Mr. Campox's bay Old Bill, Springfield (154).

THIRD

Mr. Morris' chestnut Letchfield, Heard (151).

Won by two lengths; one length.

PARI-MUTUEL

For win: $25.10; for place: 1st, $5.60; 2nd, $5.20; 3rd, 5.40.

	Win	Place
Petersfield, (Morriss) ..	821	1013
Old Bill, (Springfield)	2776	2429
Letchfield, (Heard) ...	1277	1421

ALSO RAN

Medina-Sidonia, (Muir)	65	203
The Prelate, (Beith) ..	25	118
Djemnah, (Dalgarno) ..	97	256
Patapouff, (Elliott) ...	54	164
Liability, (Harper) ...	79	291
Total chances	4694	5833

Members' Sweep: 1st 574; 2nd 1357; 3rd 738; Unplaced 255, 773, 2173, 1054, 1928.

6.—The Pootung Cup.—Winner, Tls. 300. Second, Tls. 150. Third, Tls. 75. For China Ponies that have started at least Twice at this Meeting, and that have not won a Race at this Meeting.—Seven furlongs.

Mr. William McBain's ches. Twenty-two Carat, (Mr. Hill) ..... 157—1
Mr. Jeromi's bay Scesaplana, (Mr. Harper) ..... 157—2
Mr. Robson's grey Wise Wise Bird, (Mr. Brand) 158—3
Won by three lengths, one length. Time—1:47 2-5.

PARI-MUTUEL

For win, $9.70. Place 1st $6.60, 2nd $8.80 and 3rd $15.60.

	Win	Place
Twenty Two Carat (Hill)	1869	1966
Scesplana (Harper)	481	835
The Wise Bird (Brand)	171	299

ALSO RAN

Bindle (Bauld)	70	172
Wild West (Knoll) .	348	443
White Cloud (Moller)	149	308
Faaborg (Braad-Sorensen)	28	84
Eastern Morn (Dallas)	239	362
Tryile II (Heard) ..	407	462
Baycroft (Liddell) ..	258	450
Cape Horn (Hulthen)	31	46
The Hawfinch (Dalgarno)	108	186
Total	4159	5562

Members' Sweep: 1st pony ticket 848, 2nd 787, 3rd 723. Unplaced—1384, 869, 990, 513, 122, 937, 1142, 346 and 539.

7.—The Consolation Cup.—Winner, Tls. 400. Second, Tls. 200. Third, Tls. 100. For China Ponies that have started at least Twice at this Meeting and that have not won a Race at this Meeting.—One mile and a quarter.

Mr. Rennik's grey Rouble, (Mr. Sleap) .....149—1
Mr. Hellenic's ches. Ajax, (Mr. Knoll) .....158—2
Sir Paul's ches. White Star Dahlia, (Mr. C. R. Burkill) .....155—3
Won by a length and a half, one length. Time—2:39 3-5.

PARI-MUTUEL

For win, $109.00. Place 1st $12.60, 2nd $6.60 and 3rd $7.40.

	Win	Place
Rouble (Sleap)	168	396
Ajax (Knoll)	1544	1876
White Star Dahlia (C. R. Burkill)	925	1257

ALSO RAN

Gulfsand (Hitch) ...	28	62
Nelson (Bauld)	89	151
Kempston (Heard) .	411	603
Pilgrim (Vida)	159	293
Goodland (Dallas) ..	139	213
Carlington (Harper) .	59	184
The Baby Bird (Brand)	253	348
Wild Thyme (Moller)	47	94
Mountain King (Hill)	341	446
Total	4163	5928

Members' Sweep: 1st pony ticket 354, 2nd 1364, 3rd 744. Unplaced—544, 818, 1534, 52, 712, 572, 513, 6 and 794.

8.—The Manchu Stakes.—Winner, Tls. 400. Second, Tls. 200. Third, Tls. 100. For Griffins of this Meeting that have started at least Twice and that have not won a Race.—One mile and a quarter.

Mr. Blix's grey Grey Mist, (Mr. Heard) .....149—1
Mrs. Isabel Moller's cream. Farmlight, (Mr. Moller) .....161—2
Mr. R. E. Sassoon's dun Flying Fox, (Mr. Knoll) .....155—3
Won by a neck, a neck. Time—2:42 3-5.

PARI-MUTUEL

For win, $20.80. Place 1st $9.70, 2nd $8.10.

	Win	Place
Grey Mist (Heard) ..	756	613
Farmlight (Moller) ..	932	927
Flying Fox (Knoll) .	1436	1082

ALSO RAN

Blot (Springfield) ...	268	179
Hungjao (Liddell) .	197	203
Total	3589	3004

Members' Sweep: 1st pony ticket 254, 2nd 1355, 3rd 781. Unplaced—327 and 165.

9.—The Nil Desperandum Cup.—Winner, Tls. 300. Second, Tls. 150. Third, Tls. 75. For China Ponies that have started at least Twice at this Meeting and that have not won a Race at this meeting.—Five furlongs.

Mr. Hellenic's brown Jason, (Mr. Dallas) ..160—1
Messrs. J. Spunt and N. W. Hickling's grey Zaandam, (Mr. C. R. Burkill) .....155—2
Messrs. C. and H. White's p'bald Victoria, (Mr. Bauld) .....149—2
Won by three-quarters of a length, dead heat. Time—1:14 1-5.

PARI-MUTUEL

For win, $10.70. Place 1st $6.10 2nd $8.60 and $9.60.

	Win	Place
Jason (Dallas)	1875	2105
Zaandam (Burkill) .	529	661
Victoria (Bauld)	383	512

ALSO RAN

Marlow (Vida)	583	656
The Lad (Bowman) ..	39	49
One-Of-Them (Springfield)	123	144
Silver Idol (Zellensky)	49	65
Stake Money (Brand)	89	170
Sir Colin (Knoll) ..	712	855
Total	4374	5217

Members' Sweep: 1st pony ticket 1348, 2nd 1000 (D. H.) and 532 (D. H.) Unplaced—789, 7, 811, 1568, 861 and 1075.

10.—The Griffins Nil Desperandum Cup.—Winner, Tls. 300. Second, Tls. 150. Third, Tls. 75. For Griffins of this Meeting that have started at least Twice and that have not won a Race.—Five furlongs.

The Doubleyew's grey Largie Face, (Mr. Knoll) .....155—1
Mr. Liddell's grey Sunblaze, (Mr. Liddell) .....155—2
Mr. C. R. Burkill's brown Pickpocket, (Mr. Zellensky) .....155—3
Won by many lengths, one length. Time—1:17.

PARI-MUTUEL

For win, $11.70. Ploce 1st $7.80, 2nd $13.00.

	Win	Place
Largie Face (Knoll)	1143	553
Sunblaze (Liddell) ..	471	197
Pickpocket (Zellensky)	295	133

ALSO RAN

See Fong (Springfield)	1148	651
Total	3057	1534

Members' Sweep: 1st pony ticket 977, 2nd 1122, 3rd 1155. Unplaced—1454.

11.—The Mafoos' Race.

Messrs. C. and H. White's dun Kings Cross 1
Mr. Henry Morriss' ches. Lichfield 2
Mr. Blix's bay Astral..... 3
Won by three quarters of a length, three-quarters length. Time—2:38 1-5.

PARI-MUTUEL

For win, $76.30. Place 1st $33.50, 2nd $10.70, 3rd $71.70.

	Win	Place
Kings Cross	205	138
Lichfield	586	688
Astral	40	59

ALSO RAN

Re-Organisation	824	740
Gulfsand	143	109
Strathfarrar	137	109
White Cloud	121	117
The Hawfinch	66	60
Harefield	564	575
Carlington	181	255
The Copper Bird ...	311	363
Night Raider	61	65
Northern Star	33	35
Tryile II	162	182
Nordborg	57	58
Wild William	64	56
Total	3555	3609

Members' Sweep: 1st pony ticket 204, 2nd 135, 3rd 578. Unplaced—547, 313, 289, 241, 573, 675, 24, 367, 104, 930, 890, 690 and 811.

Dempsey To Fight Carpentier Again If Lewis Is Beaten

Paris, May 5.—If Georges Carpentier, heavyweight champion of Europe, defeats Ted Lewis next Thursday night, he will again fight Jack Dempsey for the championship of the world, according to a statement given out by Manager Jack Kearns today.

Kearns said that Dempsey was satisfied to meet Carpentier in London or Paris. A suitable purse has been guaranteed for the bout, which will probably be held in November or December.

Sport And Stage

(Continued from Page 1)

upon its splendid energy and the work that it has already accomplished. Now, in the near future, we are to have a production of that fine little play "The Rest Cure" at the Country Club, and we can look forward with confidence to some excellent work. Mrs. Chris Wingrove is producing the piece, and she has that genius that can bring out the best in those who work with her.

This is to be followed at the Lyceum Theater with a production of "The Purse Strings." Some of us have already seen this clever play of Bernard Parry's, and mere man will have one or two particularly nasty jars if he is on the mean side. It will do him a power of good. Here again the production is in the hands of a producer who has learned her work upon the professional stage—Mrs. Jory. This lady has in her cast yet another player who knows what it is to act in first class professional company, and to earn the plaudits of metropolitan audiences—I refer to Miss Vera Doria (Mrs. Snodgrass). We can very safely bank upon "The Purse Strings."

* * *

I received a letter from Mr. and Mrs. Thorpe Mayne this last week from India. Playgoers will call to mind the fine portrayals the couple gave in the plays brought out here by Edgar Warwick. They write that at last they are on the way to England again, where they hope to make a big thing of that exciting play of theirs "The Last Act." Mrs. Mayne (Joan Mayne) will probably devote herself to literature for a while. She is a beautiful and talented actress, but with two book successes to her name it would be a pity if she did not "carry on." The same letter tells of the departure of Miss Marjorie Clarke (Brown Sugar) for England.

Evidently Edgar Warwick is collecting new players to invade us in the Autumn.

* * *

CRICKET

Cricketers are looking forward to the big match this week against the Hongkong Garrison Eleven. Some good play was witnessed last Sunday twixt Possibles and Probables but in most cases all the players were suffering from lack of practice.

Race Week has seriously interfered with the local team's progress. I cannot quite see why the selected players for this week's game were not allowed to hold practises during race days. The S.C.C. ground does little to come within the vision of the race going public, and I fancy the opinion is shared by many that this last week might have made all the difference.

There is to be a game today in which Probables will again have a try out with Possibles. The selection committee have had a hard task before them in choosing the right team, and even now the Probables may undergo a change or two—but on paper it looks as strong as one could wish for. I notice that Dr. O'Hara is included. This is good news in two ways. The sporting medico is evidently restored to health again—in this his many friends rejoice—and his bowling will certainly be a factor in the test.

"Torry" Wilson certainly deserves his place. He has been bowling well, he is one of our best "fields," and when he does hit the ball he has the pavilion for his objective. Wainwright played a fine innings last week and hit with a freedom which augurs ill for the visiting bowlers. He put a beautiful six into the pav. dressing room. I am glad to see G. M. Billings moved from the Possibles to the Probables. He has that perfect knowledge of the game which is so essential in a big struggle. As a bowler he has done wonderful service for the local club. He is never rattled. He keeps a perfect length, and he knows how to mix them in order to find his opponents' weak spots. One cannot imagine an interport team without the popular schoolmaster.

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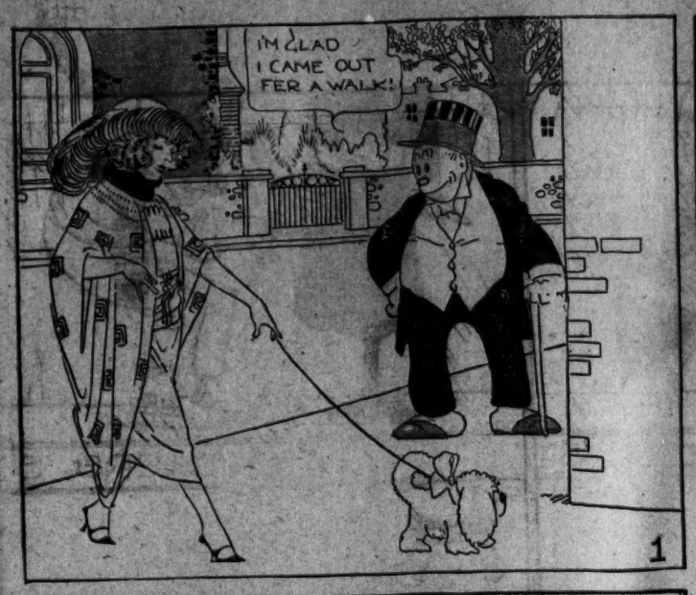
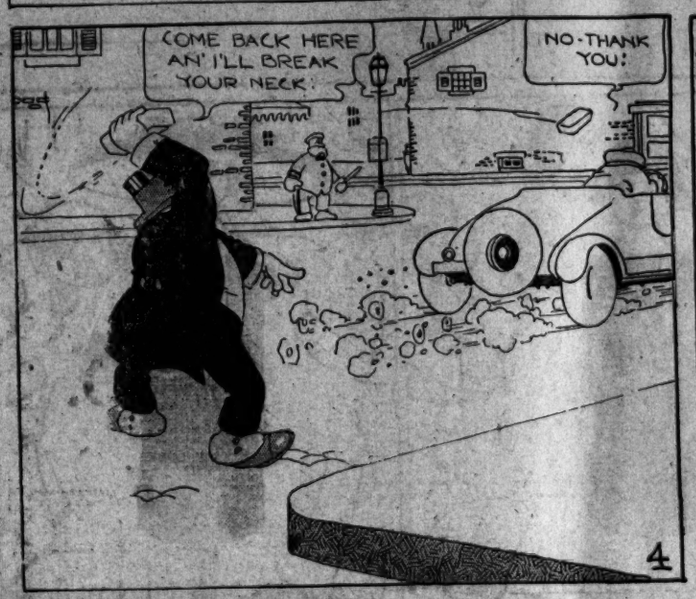
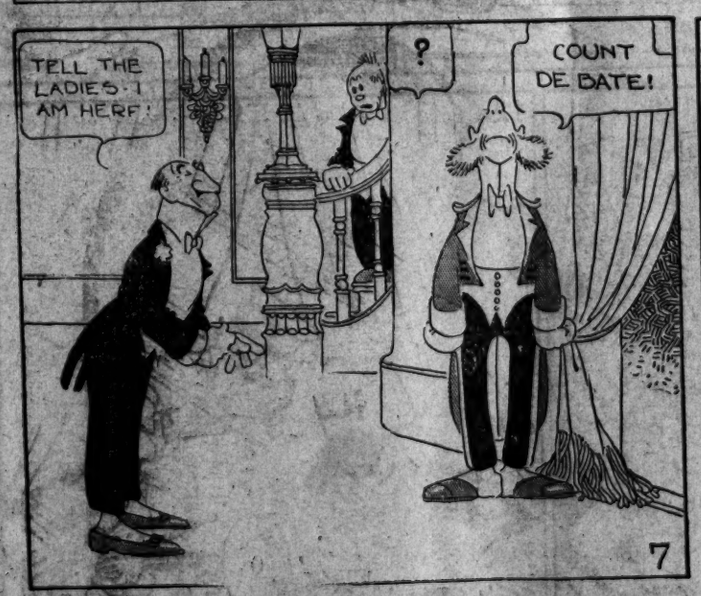


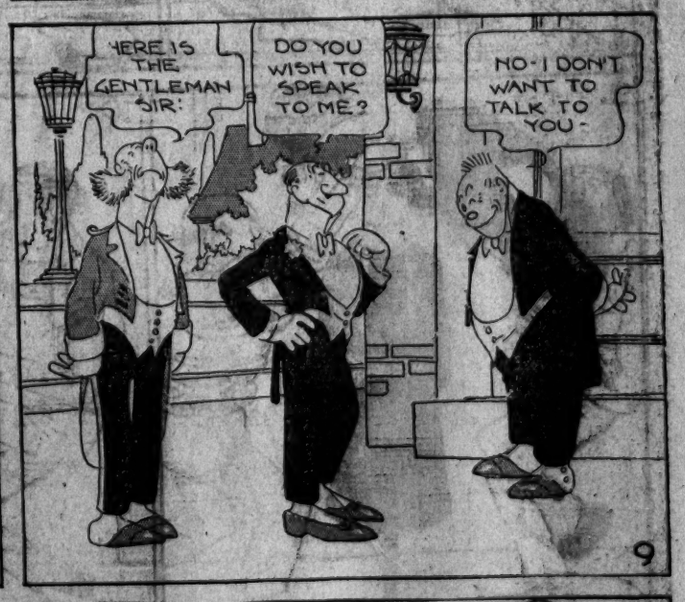


I GOT SPLASHED BY AN AUTO · I'D LIKE TO GIT ME HANDS ON THAT DRIVER!
YOU ARE A SIGHT · GO AND GET DRESSED THE DE MENTEDS ARE GIVING A PARTY TONIGHT ·
5

I'M SO GLAD YOU CAME · I WANT YOU TO MEET MY HUSBAND ·
I THINK I HAD THE PLEASURE OF MEETING MR. DE MENTED BEFORE
SHE CALLS THAT A PLEASURE ·
6



SAY · GO IN AND TELL THAT LAST GUY TO COME OUT HERE · SOMEONE WANTS TO TALK TO HIM · I'LL BE OUT ON THE PORCH!
SHALL I GIVE HIM YOUR NAME · SIR?
8



Little Jimmy

1. "YESTERDAY, JIMMY, I GREATLY ADMIRED TWO BONNETS IN SMITHERS DEPARTMENT STORE AND THIS IS A NOTE TO THE LADY WHO HAS THEM IN CHARGE, ASKING HER TO PUT THEM ONE SIDE FOR ME. TAKE THIS DOWN TO THE STORE AND GIVE IT TO THE FLOOR WALKER AND HE'LL SEE THAT SHE GETS IT."

2.

3. SMITHERS ST

4. SMITHERS ST

5.

6.

7.

8.

9.

10.

11.

12.

13. SOMETHING TELLS ME I'D BETTER GO DOWN TO THE STORE MYSELF'

AND IN THE MEAN TIME

14. "THERE WAS A FELLER PUTTIN' A HAT ONNA DUMMY AN' ANOTHER BIRD COME IN AN' PUT ANOTHER HAT ON IT AN' THEY GOT SCRAPPIN' AN' NOW MOTHER 'LOOKUT TH' HATS!"

SMITHERS STORE

15. "OH, JIMMY, THOSE ARE THE IDENTICAL TWO BONNETS THAT I MENTIONED IN THAT NOTE."

SMITHERS STORE

16. "MAMMA, YOU WOULDN'T LET A COUPLE OF HATS INTERFERE WITH OUR LOVIN' EACH OTHER WOULD YOU?"

SWINNERTON

COMIC SECTION

COMIC SECTION